ENGINEERING OPERATIONAL SEQUENCING SYSTEM (EOSS) DEVELOPMENT MANUAL

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SPECIFICATION FOR OPERATIONAL SEQUENCING SYSTEM (OSS) DEVELOPMENTS; REQUIREMENTS FOR

1. SCOPE.

1.1 Scope. This specification covers the requirements and the standards for the development and production of the Operational Sequencing System (OSS) for standardizing the operation of the propulsion plants of Non-Nuclear Powered Surface Navy ships. The OSS and its associated documents are covered as follows:

a. Engineering Operational Procedures (EOP)
b. Engineering Operational Casualty Control (EOCC)

1.2 **Classification.** Engineering Operational Sequencing System development shall be in accordance with the ship's propulsion plant configuration or ship type, and shall be as specified in 3.10.1 and 6.2.

2. APPLICABLE DOCUMENTS.

2.1 **Issues of documents.** The following documents of the issue in effect on date of invitation for bids or request for proposal form a part of the specification to the extent specified herein.

SPECIFICATIONS

FEDERAL

Military

MIL-P-24534	Planned Maintenance Subsystem; Development of Maintenance Requirement Cards, Maintenance Index Pages and Associated Documentation
MIL-M-38784	Manuals, Technical: General Style and Format Requirements

STANDARDS

Military

MIL-STD-12	Abbreviations for Use on Drawings, Specifications, Standards and in Technical Documents

PUBLICATIONS

DEPARTMENT OF DEFENSE

DOD5220.22	Industrial Security Manual for Safeguarding Classified Information

Naval Sea Systems Command

Dwg 803-5001049	Mechanical Standard Drawing Piping System Symbols and Abbreviations Naval Ships' Technical Manual (NSTM)

(Copies of specifications, standards, drawings, and publications required by contractors in connection with specific procurement functions should be obtained from the procuring activity or as directed by the contracting officer.)

2.2 **Other publications.** The following documents form a part of this specification to the extent specified herein. Unless otherwise indicated, the issue in effect on date of invitation for bids or request for proposal shall apply.

UNITED STATES GOVERNMENT PRINTING OFFICE
Style Manual

(Application for copies should be addressed to the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402.)

IEEE Standard 315-1975 Graphic Symbols for Electrical and Electronics Diagrams

(Application for copies should be addressed to the Institute of Electrical and Electronic Engineers, 345 East 47th Street, New York, New York 10017.)

3. REQUIREMENTS

The requirements in this section are arranged as follows:

3.1. **OSS developer qualification.** The developer of OSS documentation shall be qualified in accordance with OSS developer qualification guidelines as set forth by the NAVSEA Program Manager as set forth in the contract.

3.2 **Security classification.** The security classifications to be used in OSS development will be specified in the contract or order (see 6.2). The use of classified OSS documents will be avoided whenever possible. Documents shall be classified in agreement with the related DD-254 and security classification guide. Marking shall be in accordance with DD-254, and DOD 5220.22M. Security problems, which are beyond the scope of this specification, shall be brought to the attention of NSWCCD.

3.3 **Precedence.** When conflicts exist between the developer's contract and this specification, the developer's contract shall take precedence. When conflicts exist between reference documents and this specification, this specification shall take precedence unless otherwise specified by the developer's contract. Request for deviations from this specification or the developer's contract shall be submitted in writing to the Contracting Officer.

3.4 **Definitions.**

3.4.1 **Terms.** Terms used throughout this specification shall have meanings as follows:

a. **Engineering Operational Procedures (EOP).** EOP shall mean that portion of the OSS which establishes a set of standardized, technically correct and properly sequenced procedures and supporting charts, diagrams, and tables for the normal operation of a ship's propulsion plant during evolutions as defined herein.

b. **Engineering Operational Casualty Control (EOCC).** EOCC shall mean that portion of the OSS which establishes a set of casualty control procedures which will provide propulsion plant operators with the information, actions, and communications necessary for casualty recognition, control of specific abnormal conditions for preventing impending casualties, isolation of casualties when they occur, and the placing of the propulsion plant into a stable condition from which the plant and affected components can be returned to normal plant operation subject to appropriate EOP.

c. **Aviation Fuels Operational Procedures (AFOSS).** AFOSS shall mean that portion of the OSS which establishes a set of standardized, technically correct and properly sequenced procedures and supporting charts, diagrams, and tables for a ship's Aviation Fuel system evolutions from receiving fuel to fueling aircraft and small boats.

d. **Sewage Disposal Operational Procedures (SDOSS).** SDOSS shall mean that portion of the OSS which establishes a set of standardized, technically correct and properly sequenced procedures and supporting charts, diagrams, and tables for a managing the operation of the ship's Sewage Disposal system.

e. **Ballasting Operational Sequencing System (BOSS).** BOSS shall mean that portion of the OSS which establishes a set of standardized, technically correct and properly sequenced procedures and supporting charts, diagrams, and tables for a ship's Ballasting system including ballasting, deballasting and selected casualties.

f. **Cargo Fuel Operational Sequencing System (CFOSS).** CFOSS shall mean that portion of the OSS which establishes a set of standardized, technically correct and properly sequenced procedures and supporting charts, diagrams, and tables for a ship's Aviation Fuel system evolutions from receiving fuel to fueling vehicles.

g. **Catapult Operational Sequencing System (CATOSS).** CATOSS shall mean that portion of the OSS which establishes a set of standardized, technically correct and properly sequenced procedures and supporting charts, diagrams, and tables for a ship's Catapult launching system.

h. **Fueling Operational Sequencing System (FOSS).** FOSS shall mean that portion of the OSS which establishes a set of standardized, technically correct and properly sequenced procedures and supporting charts, diagrams, and tables for operation of the ship's liquid cargo handling system evoltions from receiving liquid cargo to delivering liquid cargo.

i. **Master prelightoff checklist (MLOC).** MLOC shall mean that portion of the EOP which delineates the minimum required actions to be completed prior to the commencement of normal plant evolutions.

j. **Master plant procedure (MP).** MP shall mean that portion of the EOP which establishes an overview of all engineering watch area actions in the most sequentially correct order as procedural continuity permits, to sequence the propulsion plant through a complete propulsion plant evolution.

k. **Operational procedure (OP).** OP shall mean that portion of the EOP which establishes an engineering watch area supervisor's procedure required to properly sequence respective watch area supervisory actions in the most sequentially correct order as procedural continuity permits, to complete a prescribed propulsion plant evolution.

l. **Equipment status chart (ESC).** ESC shall mean that portion of **the** EOP which provides for the Officer of the Watch and watch area supervisors a listing of components, systems, and tanks to identify the current status of those items.

m. **Valve status chart (VSC).** VSC shall mean that portion of the EOP which provides for the EOOW and watch area supervisors a listing of all major valves of that propulsion plant system required to maintain total propulsion plant control.

n. **Valve status diagram (VSD).** VSD shall mean that portion of the EOP which establishes for the EOOW and watch area supervisors a diagrammatic display showing the preferred alignment of the valves required for receiving shore steam, for auxiliary operation, and for underway operation.

o. **Optimum generator combination chart (OGC).** OGC shall mean that portion of the EOP which establishes comparisons between the generator combinations in operation and the optimum generator combinations for the propulsion plant operating conditions.

p. **Systems diagram (SD).** SD shall mean that portion of the EOP which establishes for all engineering watchstanders a diagrammatic display of all of the propulsion related piping systems within the propulsion plant.

q. **System procedure (UP).** SP shall mean that portion of the EOP which establishes for each watchstander all required actions, NOTES, CAUTIONS, and WARNINGS that enables the watchstander to accomplish a single evolution or a complete alignment of a system of the propulsion plant.

r. **Component procedure (CP).** CP shall mean that portion of the EOP which establishes for each component of a propulsion system a technically correct procedure of all properly sequenced actions, NOTES, CAUTIONS, and WARNINGS required to complete all normal evolutions (such as starting, operating, and stopping) that the component is designed to perform.

s. **Standard notes for the Oil King (SNOK).** SNOK shall mean that portion of the EOP which establishes for a ship's Oil King procedural guidelines relative to environmental protection, energy conservation, fuel handling policies, safety requirements, and good engineering practices.

o. **Tank table (TT).** TT shall mean that portion of the EOP which provides a list of tank status and applicable valve status for each evolution covered in the Oil King's OPs.

t. **Tank states charts (TSC) shall mean that portion of EOP that** provides the ship's Oil King with a complete listing of all ship's fuel oil service, storage, contaminated, and reserve feedwater tanks.

u. **Master casualty response procedure (MCRP).** MCRP shall mean that portion of the EOCC which establishes an overview of the effect a casualty will have on the engineering plant and the engineering watch area actions required to control the casualty. All watch area actions and supervisory communications required to address the prescribed casualty shall be included.

v. **Master emergency plant procedure (MEPP).** MEPP shall mean that portion of the EOCC which establishes an overview for specific emergency evolutions which may effect the propulsion plant. MEPPs are watch area response evolutions which must be memorized and which provide all watch area actions and communications necessary to recognize the casualty, secure the affected plant and establish conditions for effectively combating the casualty.

w. **Master emergency procedure (MEP).** MEP shall mean that portion of EOCC which establishes specific procedures for performing hazardous evolutions in the conduct of a casualty situation.

x. **Cold check.** A cold check is-a shipcheck conducted by NAVSEA/NSWCCD and personnel representing the OSS developer and the ship to verify and validate that the systems and equipment listed in the source documents are correct as listed, and to discover any discrepancies where they may exist.

y. **Hot check.** A hot check is a shipcheck conducted by the type commander, NAVSEA/NSWCCD, and personnel representing the OSS developer and the ship to verify and validate by actual operation that the OSS documents are complete and correct as developed, and to identify any discrepancies where they may exist.

z. **Major plant phase change.** Major plant phase changes are interim conditions identified as sections within MPs and OPs listing a watch area's actions; communications; and associated NOTES, CAUTIONS, and WARNINGS required to accomplish specific steps or operations of prescribed propulsion plant evolutions. Generally, but not always, the first and last major plant phase change will be **"VERIFY PLANT STATUS."**

aa. **Propulsion system.** The propulsion system is all the equipments installed to provide and deliver propulsive power to the ship (boilers, steam engines, internal combustion engines, gas turbine, main storage batteries, main generators, main motors for electric propulsion systems, fuel oil service, lube oil service, lube oil purification, combustion air supply, main steam, feedwater, condensate and main water circulating systems).

ab. **Electric system.** The electric system is all the equipments installed to produce and distribute ship-service electric power (ship service diesel, turbo and gas turbine generator sets with associated turbines, condensers, circulating and condensate system, and ship service distribution switchboards, special power generation and distribution systems).

ac. **Auxiliary system.** The auxiliary system is all the equipments installed to support the propulsion and electrical systems (auxiliary steam systems, auxiliary exhaust systems, distilling plants, fresh water drain collecting systems, low-pressure drain collecting system, compressed air systems, steering gear machinery and combat support systems, i.e., machinery cooling systems, hydraulic systems, etc.).

ae. **Habitability systems.** The habitability systems are all the equipment/systems installed to support the ship's internal environment (air conditioning, refrigeration, ventilation, potable water, and hotel services).

af. **Hull and deck systems.** The hull and deck systems are all the equipment/systems installed to facilitate ship operations (winches, steering gear, underway replenishment gear, anchor windlass, capstan, main drain system, etc.).

af. **Baseline OSS package.** The baseline OSS package establishes the operational philosophy and policy for the respective ship classes. As such, NAVSEA approval is required for any deviation from the baseline package except for changes required for configuration differences.

3.4.2 **Standard terminology.** Only standard terminology shall used in the development of OSS documents and shall be defined in accordance with Appendix B.

3.4.3 **Standard acronyms.** Only standard acronyms shall be used in the development of OSS documents and shall be defined in accordance with Appendix C.

3.4.4 **Standard abbreviations.** Only standard abbreviations shall be used in the development of OSS documents and shall be in accordance with MIL-STD-12 Appendix D

3.4.5 Engineering Drawing symbols. Only standard drawing symbols shall be used in the development of OSS documents and shall be in accordance with NAVSEA Drawing 803-5001049 for piping symbols, [EKE Std. 315-1 for electrical symbols, and Appendix E.

3.4.6 **Codelists.** Acronym codes shall be used in the preparation of OSS documentation and shall be in accordance with Appendix F. Recommendations for addition of new codes shall be forwarded to NSWCCD with submission of the final package for approval.

3.5 **Engineering Operational Procedures (EOP).** An EOP shall be developed for each type ship covered by the contract or order (see 6.2). The EOP shall include all the procedures and supporting charts, diagrams, and tank tables required to start, operate, stop, align, and secure components and systems for properly sequencing the propulsion plant through all prescribed normal propulsion plant evolutions. The EOP shall be developed in accordance with the baseline OSS package, as modified herein, and shall be developed in sufficient detail to provide direction to a watchstander for accomplishing supervisory and/or watch area actions without deviating from the written EOP procedure. The developer shall be guided in his particular EOP development in that the requirements specified herein may or may not be all inclusive, depending on whether or not the peculiarities of the ship's propulsion plant configuration establishes requirements within the scope of the requirements contained herein. Accordingly, the developer shall be required to develop, if necessary, any additional EOP documents needed in consonance with good, comprehensive engineering practices.

3.5.1 **EOP standard assumptions.** In the development of an EOP, the number of possible component combinations, plant alignment configurations, and steaming conditions that could exist in a propulsion plant requires that certain parameters be established. The EOP shall be developed using the following parameters:

a. All components and systems are fully operational within design operating limits.
b. All watch areas are manned by qualified watchstanders.
c. Only authorized ship alterations are recognized.
d. Valves are labeled in accordance with the Ship's Information Book (SIB), ships drawings, and the ship's damage control plates.

3.5.2 **EOP documents.** The EOP shall be developed in accordance with applicable appendices and paragraphs, and shall include the following:

3.5.2.1 **Master prelightoff checklist (MLOC).** The MLOC shall contain those actions which can logically be accomplished with or without shore services and without stationing the steaming watch. The MLOC shall include actions to conduct a danger tag audit, inventory equipment, prepare spaces (ensure deckplates, handwheels, flange shields, handrails are in place and secured), and ensure that gauges, thermometers and meters are properly installed and calibrated. Specific Planned Maintenance System (PMS) documentation shall not be listed, but a standard NOTE, "APPLICABLE PMS SHALL BE ACCOMPLISHED," shall be included. The contractor shall provide sufficient blank space in the MLOC for applicable PMS requirements to be included by the ship's Engineer Officer

after the final OSS package is installed. Using the MLOC, the watch area supervisors will be able to report all MLOC discrepancies to the Engineer Officer for determination of when best to proceed with the propulsion plant evolution when he is authorized to proceed by the Commanding Officer.

3.5.2.2 **Master plant procedure (MP).** The MP shall list all supervisory watch area actions and communications necessary to direct, control and sequence a propulsion plant through required propulsion plant evolutions. This procedure shall specify all watch area functional requirements for aligning, starting, and operating systems and components necessary to complete a propulsion plant evolution. The actual system or component level watch area step-by-step actions shall not be included. When a system or component procedure is required to complete a propulsion plant evolution; the watch area functions, along with the proper System or Component procedure identification, shall be referenced. Any NOTE, CAUTION, or WARNING pertinent to the total plant evolution shall be included. The MP shall also include general and preprocedural notes, as required, to provide necessary information and to ensure required actions are accomplished prior to commencing the plant evolution. An MP shall be developed for each norm propulsion plant evolution. When approved by NAVSEA, an MP shall be developed for use by the Engineering Officer of the Watch (EOOW) in place of Operational Procedures. Each MP shall contain a preprocedural notes section and a procedural section.

3.5.2.3 **Operational procedures (OP).** Each of the required OPs shall be developed for applicable watch area actions and communications for required propulsion plant evolutions. Orders and reports originated by a user of individual OPs shall not be identified by the user's watch area designation, but as "ORDER" or "REPORT." The watch area to whom the order or report is to be given shall be identified; except those internal orders and reports to and from watchstanders within a specific machinery space. The OP shall also include general and preprocedural notes applicable to that machinery space, extracted from the MP for that given propulsion plant evolution. When approved by NAVSEA, an MP shall be developed for use by the EOOW in place of an OP and if so done, a separate OP need not be developed for inclusion in the EOP package. Each OP shall contain a preprocedural notes section and a procedural section.

3.5.2.4 **Equipment status chart (ESC).** ESCs shall provide a listing of components, systems and tanks for identifying current status.

3.5.2.5 **Valve status chart (VSC).** VSCs shall show all the major propulsion plant system valves required to maintain total propulsion plant control.

3.5.2.6 **Valve status diagram (VSD).** VSDs shall show the preferred alignment of the valves for receiving shore steam, auxiliary operation, and underway operation.

3.5.2.7 **Optimum generator combination chart (OGC).** An OGC shall compare the propulsion plant operating conditions to the optimum generator combinations and shall include applicable notes for the selection of generator combinations and on the uses of the chart.

3.5.2.8 **Systems diagram (SD).** SDs shall include diagrams of all propulsion related piping systems within the propulsion plant, and shall support System and/or Component Procedures.

3.5.2.9 **System procedure (SP).** SPs shall include procedures for all evolutions that are to be completed in an uninterrupted series of actions, or that allow for the complete alignment of a system, proper steam piping warm-up, and including the starting and stopping of components when required. An individual SP shall be developed whenever In ore than one step is required to align or secure a system.

3.5.2.10 **Component diagram (CD).** CDs shall be diagrams which must be developed to support Systems and Component Procedures when existing SDs cannot be utilized or a more specialized diagram is required to provide clarity.

3.5.2.11 **Component procedure (CP).** CPs shall incorporate the necessary level of detail to address each valve, switch, level indicator, alarm, motor controller or supporting equipment required to complete the evolution called for in the procedure. CPs shall contain only those preprocedural notes that apply for the performance of the entire procedure. CPs that require separate watchstander actions in multiple watch areas to complete the procedure, shall be developed as a single procedure with the actions separated into watch area sections whenever possible. A copy of the procedure shall be located at each applicable watch area. An individual CP shall be developed whenever more than one step is required to start, operate, or stop a component.

3.5.2.12 **Standard notes for the Oil King (SNOK).** The SNOK shall be developed in OP format and shall provide procedural guidelines for the ship's Oil King relative to environmental protection, energy conservation guidelines, fuel handling policies, safety requirements, and good engineering practices.

3.5.2.13 **Tank table (TT).** A TT shall be provided with each of the OPs contained in the SNOK.

3.6 **Engineering operational casualty control (EOCC).** An EOCC shall be developed for each type ship covered by the contract or order (see 6.2). The EOCC shall be developed in accordance with the baseline OSS package and shall be developed in sufficient detail to provide direction to a watchstander for accomplishing supervisory and/or watch area actions without deviation from the written EOCC procedure. The developer shall be guided in this particular EOCC development in that the requirements specified herein may or may not be all inclusive, depending on whether or not the peculiarities of the ship's propulsion plant configuration establishes requirements within the scope of the requirements contained herein. Accordingly, the developer shall be required to develop, if necessary, any additional EOCC documents needed in consonance with good, comprehensive engineering practices.

3.6.1 **EOCC standard assumptions.** In the development of an EOCC, the number of possible component combinations, plant alignment configurations, and steaming conditions that could exist requires that certain parameters be established. The EOCC shall be developed using the following parameters:

a. All components and systems were fully operational within design operating limits prior to the occurrence of the casualty.
b. An EOP is in effect in accordance with paragraph 3.5.
c. The ship is in normal underway configuration as specified by the applicable EOP.
d. The ship is underway in a normal, peacetime, open water steaming condition.
e. Specific EOCC procedures for securing systems and components shall be applicable as baseline procedures for all casualty situations except as noted by Type Commander or the Commanding Officer's Standing Orders.

3.6.2 **EOCC documents.** The EOCC shall include the following:

3.6.2.1 **Master casualty response procedure (MCRP).** The MCRP shall include the information and actions in sufficient detail necessary to recognize and to respond to specific casualties. The MCRPs shall be developed such that each master procedure can be used as a basis for development of individual watch area casualty response procedures (CRPs) and when necessary, shall be developed in sufficient detail such that the EOOW can use the MCRP instead of an individual CRP (see also 3.4.1.q.). Each MCRP shall contain titled information and action sections as follows:

3.6.2.1.1 **MCRP SYMPTOMS/INDICATIONS.** The SYMPTOMS/INDICATIONS section of an MCRP shall be developed to provide a list of all the audible and visual indications which would alert the watchstanders to a specific abnormal operating condition or impending casualty. Items to be considered include alarm signals, indicators, pressures, temperatures, levels, meters, and operating component noise levels.

3.6.2.1.2 **MCRP POSSIBLE CAUSES.** The POSSIBLE CAUSES section of an MCRP shall be developed to provide a list of those components or system failures which may occur and result in, or lead to, the specific

casualty. This section shall include items such as component failure, clogged piping, and ruptured or leaking system piping. All POSSIBLE CAUSES shall be listed in the most probable to least possible order of occurrence.

3.6.2.1.3 **MCRP POSSIBLE EFFECTS.** The POSSIBLE EFFECTS section of an MCRP shall be developed to include only those propulsion plant limiting effects which could result directly from the specific casualty. The limiting effects shall be those which could cause a loss of or reduced operational capability of the ship. Personnel hazards shall be included whenever they are likely to take place should the casualty occur.

3.6.2.1.4 **MCRP CONTROLLING ACTIONS.** The CONTROLLING ACTIONS sections of an MCRP shall be developed to provide the watchstanders with the minimum actions and communications along with applicable NOTES, CAUTIONS, and WARNINGS necessary, when time permits, to take control of components or systems since an uncontrolled abnormal condition will lead to an actual casualty. This section shall also include the appropriate actions to investigate for the cause of the abnormal condition. The CONTROLLING ACTIONS section shall contain the applicable actions to direct the watchstander(s) to proceed to the IMMEDIATE ACTIONS section when time does not permit accomplishment of the CONTROLLING ACTIONS or when the abnormal condition has reached its limiting condition.

3.6.2.1.5 **MCRP IMMEDIATE ACTIONS.** The IMMEDIATE ACTIONS section of an MCRP shall be developed to provide the watchstander(s) with standardized, minimum actions and communications along with applicable NOTES, CAUTIONS, and WARNINGS necessary to gain control of and stop the cascading effect of an actual casualty and bring the propulsion plant to a **safe, and stable** condition.

3.6.2.1.6 **MCRP SUPPLEMENTARY ACTIONS.** The SUPPLEMENTARY ACTIONS section of an MCRP shall be developed to provide the watchstander(s) with the actions and communications required to take the propulsion plant from the condition established by the immediate actions to stable and standardized condition. This section shall include the actions and communication along with applicable NOTES, CAUTIONS, and WARNINGS necessary to secure affected systems and stop affected components. It shall also contain the actions required to restore necessary auxiliary components, stabilize the electrical plant, cross-connect unaffected and required systems, investigate for cause of casualty, and determine the estimated time to repair.

3.6.2.1.7 **MCRP RESTORE CASUALTY.** The RESTORE CASUALTY section of an MCRP shall be developed such that the responsibility for determining whether the casualty is restorable or nonrestorable is with the ships Engineer Officer. This section shall also direct the watch area supervisors to the appropriate I:OP to restore the plant to normal operation when the casualty is determined to be restorable or to continue to secure the plant when the casualty is determined to be nonrestorable.

3.6.2.2 **Casualty response procedure (CRP).** A separate CRP shall be developed for all watch areas affected by the individual casualty, and shall be developed by extracting the applicable watch area actions, communications, NOTES, CAUTIONS, and WARNINGS from the appropriate MCRP. Each CRP shall contain titled action and communication sections as follows:

3.6.2.2.1 **CRP CONTROLLING ACTIONS.** The CONTROLLING ACTIONS section of a CRP shall be developed to list in sequentially correct order the minimum watch area actions and communication along with applicable NOTES, CAUTIONS, and WARNINGS necessary for the watchstander(s) at a specific watch area to gain control of an abnormal condition; and when time permits, to prevent an actual casualty. This section shall also include the specific watch area actions to investigate for the cause of the abnormal condition. This section shall direct the watchstander(s) to proceed to IMMEDIATE ACTIONS when time does not permit accomplishment of the watch area CONTROLLING ACTIONS or when the abnormal condition has reached its limiting condition.

3.6.2.2.2 **CRP IMMEDIATE ACTIONS.** The IMMEDIATE ACTIONS section of a CRP shall be developed to list in sequentially correct order specific standardized watch area actions and communications along with

applicable NOTES, CAUTIONS, and WARNINGS necessary to place the propulsion plant in a safe condition and stop the cascading effect of the casualty.

3.6.2.2.3 **CRP SUPPLEMENTARY ACTIONS.** The SUPPLEMENTARY ACTIONS section of a CRP shall be developed to list in sequentially correct order the specific watch area actions and communications along with applicable NOTES, CAUTIONS, and WARNINGS necessary to take the propulsion plant from the condition established by the immediate actions to a stable and standardized condition. This section shall also contain the specific watch area actions and communications necessary for stabilizing the electrical plant, cross-connecting unaffected systems as required, restarting essential auxiliary components, and investigating for the cause of the casualty.

3.6.2.2.4 **CRP RESTORE CASUALTY.** The RESTORE CASUALTY section of a CRP shall be developed to direct the watch area supervisors to the appropriate EOP for restoring normal operation, or for continuing to secure the affected component/system or plant. Non-supervisory watch area Casualty Response Procedures not requiring individual action steps shall have one standard action step: "When ordered, restore from casualty as directed."

3.6.2.3 **Master emergency plant procedure (MEPP).** An MEPP shall be developed for each emergency plant evolution that could occur within a propulsion plant, such as major space flooding, class BRAVO fire, etc. The MEPP shall be developed in sufficient detail and clarity such that each watchstander fully comprehends the total scope and coordination of actions required for effectively controlling each casualty situation. The MEPP shall be included in all watch area EOCC books (see also 3.4.1.q.). The MEPP shall contain titled information and action sections as follows:

3.6.2.3.1 **MEPP SYMPTOMS/INDICATIONS.** The SYMPTOMS/INDICATIONS section of the MEPP **shall be developed to include a list of all the audible, visual and environmental** indications which would alert the watchstanders to the casualty.

3.6.2.3.2 **MEPP POSSIBLE CAUSES.** The POSSIBLE CAUSES section of the MEPP shall be developed to include a list of all of the component or system failures and/or environmental conditions that could cause the casualty.

3.6.2.3.3 **MEPP POSSIBLE EFFECTS.** The POSSIBLE EFFECTS section of the MEPP shall be developed to include only propulsion plant limiting effects and personnel hazard which could result directly from the specific casualty. The limiting effects shall be those which could cause personnel evacuation from the affected engineering space and reduced operational capability of the ship.

3.6.2.3.4 **MEPP CONTROLLING ACTIONS.** The CONTROLLING ACTIONS section of the MEPP shall be entered as "NONE." There are no controlling actions for an emergency plant evolution.

3.6.2.3.5 **MEPP IMMEDIATE ACTIONS.** The IMMEDIATE ACTIONS section of the MEPP shall be developed to provide watchstanders with the actions and communications along with applicable NOTES, CAUTIONS, and WARNINGS necessary to combat the casualty and secure the affected plant. This section shall address all the engineering plant watchstanders' actions necessary to combat the casualty to the point that evacuation of the space may be required. This section shall not address specific repair party actions; however, the actions required to secure equipment as required, control lighting and ventilation shall be addressed.

3.6.2.3.6 **MEPP SUPPLEMENTARY ACTIONS.** The SUPPLEMENTARY ACTIONS section of the MEPP shall be developed to provide the watchstanders with the actions and communication necessary to verify equipment and valve status and to stabilize the electrical load, de-smoke and/or dewater the space as required.

3.6.2.3.7 **MEPP RESTORE CASUALTY.** The RESTORE CASUALTY section of the MEPP shall contain a statement that this casualty is not restorable, and so shall direct the watchstanders to continue to secure the affected plant in accordance with applicable EOPs.

3.6.2.4 **Master emergency procedure (MEP).** An MEP shall be developed as necessary to support a specific CRP and shall contain the watch area actions and communication along with NOTES, CAUTIONS, and WARNINGS necessary for watchstanders to complete the specific evolution. MEPs shall be developed to provide a complete overview of the specific evolution and as a basis for development of individual watch area Emergency Procedures (see also 3.4.1.s.).

3.6.2.5 **Emergency procedure (EP).** A separate EP shall be developed for all watch areas that the specific evolution affects by extracting the applicable watch area actions, communications, NOTES, CAUTIONS, and WARNINGS from the appropriate MEP.

3.6.3 **EOCC - EOP interface.** In order to reduce the overall size of the OSS and to provide standard casualty control practices, the EOCC shall be developed to interface with the EOP. EOCC shall reference the proper EOP in all sections of the CRP, when the EOP is applicable, and when it effectively communicates the action, or series of actions, for proper casualty response. CPs developed for propulsion machinery shall have sections in the text which list those actions required to stop the affected component in the least amount of time leaving the component in a safe, non-operating condition thus giving a watchstander the maximum response time and further assisting him in establishing baseline restoration conditions. Restoration sections of the EOCC shall list standard references which direct the operators in step-by-step methodology to the proper EOP procedures. Normally, CRPs shall satisfy the intent of starting from a temporarily secured plant condition and returning the affected propulsion plant equipment to normal operating status. However, in some instances, such as a main engine casualty which is not immediately restorable, the procedures shall be written such that they can secure the main engine without affecting the auxiliary plant.

3.7 **Other Operational Sequencing System.** Operational procedures for additional ship systems such as: Sewage Disposal Operational Sequencing System (SDOSS), Aviation Fuels Operational Sequencing System (AFOSS), Ballasting Operational Sequencing System (BOSS),Cargo Fuel Operational Sequencing System (CFOSS), Catapult Operational Sequencing System (CATOSS), Fueling Operational Sequencing System (FOSS), etc., shall be developed using the general guidance provided in the following portions of section 3.5:

Master plant procedure (MP)	3.5.2.2
Operational procedures (OP)	3.5.2.3
Systems diagram (SD)	3.5.2.8
System procedure (SP)	3.5.2.9
Component diagram (CD)	3.5.2.10
Component procedure (CP)	3.5.2.11
Tank table (TT)	3.5.2.13

3.8 **OSS - PMS interface.** Normally, OSS will be developed for ships having Planned Maintenance Systems (PMS) developed in accordance with MIL-P-24534. While OSS and PMS are two independent systems and as such, the OSS requirements will not overlap or come into conflict with those of PMS. The OSS developer shall take note of the PMS and shall adhere to the following guidelines in developing the OSS:

a. MLOC items which are part of PMS shall not be included in the MLOC, except that the MLOC shall contain a statement which reads, "Perform all applicable PMS maintenance requirements." The final item of the MLOC shall then provide a space for listing the applicable PMS requirements.

b. Those PMS items that must be accomplished at each lightoff shall be included in the applicable OSS documentation as detailed procedures. The developer shall notify NSWCCD in writing, of all such PMS requirements.

3.8.1 **Interrelationship between OSS and PMS.** Due to the similarities and apparent duplication between PMS checks and operational checks the OSS developer shall ask the following question when determining what checks belong in OSS.

a. Is the requirement accomplished on equipment covered by OSS?
b. Is the requirement accomplished every time the equipment is placed in operation?
c. Can the requirements be accomplished without the use of special tools?
d. Can the requirement be accomplished without overspeeding the equipment?

If the answer to all four of these questions is yes, the requirement should be accomplished as part of OSS.

3.9 **OSS format.** All OSS documentations shall be prepared in accordance with MIL-M-38784, except as modified in Appendix A.

3.9.1 **Communications.** Since proper communications are essential for the safe and effective operation of the propulsion plant and for coordination of watchstander actions during a casualty situation, all communications shall be written in clear, concise and consistent statements using standard Naval engineering terminology. Communications shall be kept to the minimum required for coordination of watchstanders. All communications written into EOCC shall be addressed as direct quotes.

3.9.2 **NOTES, CAUTIONS, and WARNINGS.** NOTES, CAUTIONS, and WARNINGS shall be in accordance with MIL-M-38784, except that all NOTES, CAUTIONS, WARNINGS shall precede the applicable text. Pre-procedural notes shall be limited to those NOTES that apply to the performance of the entire procedure. NOTES in the procedures shall not include any operation "do step" actions. The developer shall make every effort not to include positive operator actions in CAUTIONS and WARNINGS. The order of priority of the three is as follows: NOTES come first, then CAUTIONS , followed by WARNINGS and finally the “do step” (i.e. the last thing that the operator should see before a “do step” is the WARNING).

3.10 **Development coordination.** The procurement documents for each OSS development shall include the name and address of the OSS Coordinating Activity (see 6.2) which will coordinate the development and production. The designation of this activity will be made by NAVSEA 04TD. NSWCCD will coordinate the OSS ship participation, when required.

3.10.1 **Government fumished documents.** The Government will furnish to the OSS developer copies of documents, as applicable, for use in the OSS development. The documents will be listed in the contract or order (see 6.2), and will include:

a. Volumes II and III of the Ship's Information Book (SIB)
b. Technical Manuals of Ship's Equipment
c. Ship's PMS (see 3.8)
d. EOSS DTD

3.10.2 **Government furnished material** The Government print and laminate the OSS documents, and furnish all hardware required for the developer to install the OSS onboard the ship.

3.11 **OSS deliverables.** The OSS developer shall be required to deliver to NSWCCD for printing and laminating the OSS documents in the approved electronic format that is standard at the time of contract award.. Procedures shall be in an SGML format as set forth by APPENDIX A. Diagrams shall be delivered in vector form with CGM version 4 as the preferred format.

3.11.1 **Installation.** The OSS developer shall be required to install the Government furnished printed and laminated OSS documents onboard the ship specified in the contract or order.

3.12 **OSS development cycle.** OSS development shall proceed in an orderly, regular schedule with clearly defined milestones. The OSS developer shall proceed according to the development flow chart of figure 1 as specified in the contract or order (see 6.2). The OSS shall be developed as follows:

3.12.1 **Preliminary OSS.** The OSS developer shall prepare a preliminary OSS package in specified format. The content of the preliminary documents shall be concise, consistent, and representative of the quality of conformance of the developer's deliverables with the requirements of this specification.

3.12.1.1 **Referenced Government-furnished documents.** All preliminary OSS documents shall list references of source documentation by title and origin for each OSS document in the binding margin of the first page of that document.

3.12.1.2 **Preliminary OSS submission.** The OSS developer shall submit two copies of the preliminary OSS, as specified in the contract or order (see 6.2), to NSWCCD for review and resolution of identified unresolved issues.

3.12.1.3 **Government review of preliminary OSS.** NSWCCD - will return a copy of the reviewed preliminary OSS with written comments and annotations to the OSS developer for making such changes and alterations to the preliminary OSS documents as necessary. If NSWCCD determines that the extensiveness of the required changes warrants that the preliminary OSS should be resubmitted, the developer shall resubmit the revised preliminary OSS to NSWCCD for subsequent review.

3.12.2 **Ship cold check.** After the OSS developer has received and corrected the preliminary OSS, NSWCCD and the developer shall conduct a cold check of the ship (see 3.4.1.u). The cold check will include an initial briefing to the Commanding Officer, executive officer and the engineer officer and shall consist of a configuration check of the following preliminary data: systems, status, and component diagrams; system and component procedures; master plant, operational, and Oil King procedures; and Oil King tables and status charts.

3.12.2.1 **Cold check checklist.** The OSS developer shall develop, and submit to the NSWCCD for approval, a cold check checklist which shall include checkoff lists for all systems and preliminary EOCC procedures.

3.12.2.2 **Conducting the cold check.** When the arrangements for the cold check visit have been completed by NSWCCD, NSWCCD and the developer shall send a cold check team comprised of qualified technicians to the ship for conducting the cold check. NSWCCD will provide the team leader. The cold check checklist shall be completed by the developer's team and monitored by the NSWCCD team leader during the ship check. In instances when the preliminary system and/or component diagrams are deemed to be insufficient in detail, additional specialized diagrams shall be made by the shipcheck team for inclusion in the OSS. The shipcheck team shall validate preliminary system, component, and Oil King procedures by actually simulating the prescribed system alignment or equipment lightoff procedures. Prior to leaving the ship, the developer's shipcheck team leader shad ensure that a complete shipcheck package has been assembled and all shipcheck checklists are completed, or that specific annotations are made explaining why it was not possible or practicable to complete them.

3.12.3 **Pre-hot check OSS.** The OSS developer shall incorporate all cold check data and the approved preliminary OSS into a pre-hot check OSS of reproducible quality in conformance with the provisions of section 3.9.

3.12.3.1 **Inventory of OSS documentation.** The OSS developer shall examine the pre-hot check OSS; and inventory all OSS documents by location, type, title, and page count; check system diagrams; and ensure that all procedures correlate by reading through and simulating each evolution. Inventory of the pre-hot check OSS shall include the following:

a. Titles shall be cross-checked to index pages and index pages to the hardware installation plan. A page count shall be made of all documentation, to ensure that the pre-hot check OSS is complete. All documents shall be checked for format and she'd be in compliance with the requirements of section 3.9.

b. Diagrams shall be examined for symbology and shall be in accordance with section 3.4. System diagrams shall correlate between status diagrams and component diagrams.

c. All procedures shall be examined and shall be correct regarding pagination and proper coding and terminology as set forth in section 3.4. The examination of procedures shall ensure that they meet all of the following criteria:

(1) Related master plant, operational, system, and component procedures completely accomplish the prescribed evolution.

(2) All MRCPs, CRPs, MEPPs, MEPs, and EPs completely accomplish the prescribed evolution .

(3) Procedures referencing diagrams or tank tables address the proper valves and correct valve numbers, and properly align the system in the prescribed alignment.

(4) Approved Procedure Changes (APC) as furnished by NSWCCD are incorporated.

(5) The pre-hot check OSS has been completely proofread.

3.12.3.2 **Pre hot check OSS submission.** The OSS developer shall submit two copies of the pre-hot check OSS to NSWCCD for review and resolution of all known unresolved issues prior to the hot check shipcheck.

3.12.4 **Ship hot check.** The OSS developer shall perform the hot check, if required, in accordance with a NSWCCD approved agenda (see also 3.4.1.u).

3.12.4.1 **Conducting the hot check.** When arrangements for the hot check visit have been completed NSWCCD and the developer shall send an OSS hot check team comprised of the NSWCCD team leader and qualified personnel in sufficient quantities for validating the OSS during the hot check period. The developer shall provide three copies of the approved pre-hot check OSS for use during the hot check; one set of on station books to be used by the developer's team and two master copies are required.

The NSWCCD team leader shall ensure all necessary procedures are validated for proceeding from receiving shore services to auxiliary operation, for proceeding from auxiliary operation to underway, for proceeding from receiving shore services to underway and for returning to receiving shore services. NSWCCD and the developer shall annotate discrepancies as they are discovered and resolved. NSWCCD shall report all unresolved discrepancies immediately for resolution.

An OSS hot check agenda will be provided to each ship in advance of the hot check. The ship will provide one qualified watch team for indoctrination and performance of the validation process during the hot check. When all designated hot check evaluations are complete and all system and component procedures have been validated, the NSWCCD team leader will conduct a debriefing for the ship's Commanding Officer, Executive Officer and Engineer Officer. One copy of the corrected, annotated OSS shall be provided to the ship.

3.12.5 **Final OSS.** The OSS developer shall incorporate the hot check discrepancies data and the approved pre-hot check OSS into a final OSS. NSWCCD will assign and furnish new document codes which the developer shall apply to all pages of the OSS documents and corresponding index pages after final package approval. The developer shall then make an inventory of the final OSS in accordance with the provisions of section 3.12.3.1.

3.12.5.1 **Final OSS submission.** The OSS developer shall submit one copy of the final OSS and the coding request to NSWCCD for review in accordance with section 3.11.

3.12.5.2 **Government review of final OSS.** NSWCCD will return a copy of the reviewed final OSS with their written comments and annotations to the OSS developer for making such changes and alterations as necessary. If NSWCCD determines that the extensiveness of the required changes warrants that the final OSS should be resubmitted, the OSS developer shall resubmit the revised final OSS to NSWCCD for subsequent review. NSWCCD shall conduct a final review and certify that the final OSS complies with this specification and the contract or order (see 6.2). NSWCCD shall submit the recommendation for approval to NAVSEA. After receiving approval, NSWCCD shall ensure necessary delivery of print masters in accordance with section 3.11.

4. QUALITY ASSURANCE PROVISIONS

4.1 **Responsibility for inspection.** Unless otherwise specified in the contract, the developer is responsible for the performance of all inspection requirements as specified herein. Except as otherwise specified in the contract, the developer may use his own or any other facilities suitable for the performance of the inspection requirements specified herein, unless disapproved by the Government. The Government reserves the right to perform any of the inspections set forth in the specification where such inspections are deemed necessary to assure supplies and services conform to prescribed requirements.

4.1.1 **In-process review.** NSWCCD will, at its option, perform in-process reviews as it deems necessary. The OSS developer shall provide support and materials as required to facilitate the in-process reviews as specified in procurement documents (see 6.2.).

4.2 **OSS developer quality program requirements.** The OSS developer shall establish and maintain a quality assurance program to ensure the editorial quality, technical accuracy, correctness of composition and graphic quality are in accordance with this specification. The quality assurance check sheet shown on figure ~ exhibits minimum record keeping requirements for administering OSS quality assurance.

4.2.1 **Quality program organization.** Effective management for quality shall be clearly defined by the OSS developer. Personnel performing quality functions shall have the responsibility, authority and the organizational freedom to identify problems and to initiate, recommend and provide solutions. Management shall review the status and adequacy of the program throughout each development phase.

4.2.1.1 **Initial quality planning. The** OSS developer during the earliest practical phase of contract performance, shall conduct a complete review of the development requirements to identify and make timely provisions for any special skills, processes, methods and procedures to assure the quality of the development, preparation, inspection, verification and validation of the documentation.

4.2.2 **Government-furnished material and data.** The OSS developer shall conduct a review of government-furnished material and data to determine compliance with terms of contract and adequacy of source material, and shall report deficiencies which will impair the quality of the OSS procedures to NSWCCD.

4.2.3 **Inspection of documentation.** All documentation that is submitted by terms of contract or other procuring document as deliverable items shall be inspected by OSS developer for compliance with section 3 of this specification.

4.2.4 **Inspection for preparation for delivery.** The packaging, packing and marking shall be inspected by the developer for compliance with section 5 of this specification.

5. PREPARATION FOR DELIVERY

5.1 **Packaging.** Packaging, packing, and marking for shipment shall be in accordance with NIIL-M-38784, unless specified otherwise in the contract or order (see 6.2).

6. NOTES

6.1 **Intended use.** The OSS developed in accordance with this specification are intended for use onboard surface ships of the U. S. Navy for standardizing operating procedures of the main propulsion plants.

6.2 **Ordering data.** Procurement documents should specify the following:

a. Title number, and date of this specification which is enforced.
b. Name, hull number, designation, and address of the ship.
c. Name and address of coordinating activity.
d. Security classification of OSS documents.
g. OSS development schedule.
h. Listing of Government-furnished documents.
i. The baseline OSS package which the OSS shall be developed in accordance with.
j. Deviations of requirements of the contract or order from this specification.
k. Support and materials the OSS developer shall be required to furnish for in process review.

APPENDIX A
OSS FORMAT

10. FORMAT

10.1.1 **Authoring Software.** All OSS procedures shall be authored in Standard Generalized Markup Language (SGML) format. SGML prescribes a standard format for embedding descriptive markups in a document and also specifies a standard method for describing the structure of a document. The structure of the OSS documents will bedefined by the Document Type Definition (DTD). The OSS developer shall use the latest copy of the EOSS DTD available at the time of contract award. Final documents submitted to NSWCCD for production shall successfully parse using this DTD. All formatting of the final paper copies and/or electronic OSS shall be accomplished by use of a Formatted Output Specification Instance (FOSI). NSWCCD will provide copies of the DTD and both screen and printing FOSI to the OSS developer. All documents shall be saved in an Object Relational Database and every attempt should be made to share/reuse data elements throughout the development of OSS to standardize the documents. Final documents will be submitted in SGML format on electronic media to NSWCCD for printing. A sample copy of the EOSS DTD is provided as Appendix K.

10.1.2 **Style of Writing.** The paramount consideration in preparing OSS procedures shall be technical content. This should be presented in language free of vague and ambiguous terms, using the simplest words and phrases which will convey the intended meaning. Sentences and phrases shall be as short and concise as possible. Use of direct statements (do steps), NOTES, CAUTIONS, and WARNINGS shall include only essential information. Consistency in terminology, format and organization of material shall be maintained throughout. Punctuation shall be used only to aid in reading to prevent misunderstanding. When extensive punctuation is necessary for clarity, the sentence shall be rewritten into short and concise separate sentences. Definite article “the” shall not be used unless it is essential to the understanding of the step. Only the approved abbreviations and acronyms shall be used. When an acronym is first used in a procedure, the complete nomenclature shall be spelled out and shall be followed immediately by the acronym enclosed in parentheses. After initially spelling out of the acronym, the acronym alone may be used throughout the remainder of that procedure. Proprietary, trade and copyright names may only be used when no other means exists to describe the component. Slang terminology shall be excluded from all procedures.

10.1.3 **Procedure Organization and Typing.**

a. Organization of all text shall be arranged vertically.
b. Master Plant Procedures, Operational Procedures, Master Casualty Response Procedures, System Procedures, Watch Area Casualty Response Procedures, Master Emergency Plant Procedures and Master Emergency Procedures shall be organized and typed in the following format:

I. (Roman numerals shall be used to number sections)

A. (Capital Arabic Letters shall be used to number paragraphs within sections)

1. (Arabic numerals shall be used to number first subordinate paragraphs or steps)

a. (Lower case arable letters shall be used to number second subordinate paragraphs or steps)

(1) (Arabic numerals in parentheses shall be used to number third subordinate paragraphs or steps)

(a) (Lower case Arabic letters in parentheses shall be used to number fourth subordinate paragraphs or steps)

1 (Arabic numerals underlined shall be used to number fifth subordinate paragraphs or steps)

a (Lower case Arabic letters underlined shall be used to number sixth subordinate paragraphs or steps)

(1) Roman numerals shall be used to indicate major steps within associated procedures. Key phrases such as "PREPARE AUXILIARY PLANT FOR OPERATION," "SHIFT FROM SHIP'S POWER TO SHORE POWER," etc., shall be listed as Roman numeral line items. Each Roman numeral line shall be repeated verbatim in each associated document (such as EOOW/BTOW/MMOW OPs) exactly as it appears in the MP or Master Casualty Response Procedure.

(2) Capital Arabic letters (A. B. C., etc.) shall be used to indicate major MP/OP steps such as, "Order fires lighted," "Order No. _ ship service turbogenerator (SSTG) prepared for operation."

c. Component Procedures (CPs) shall be organized and typed in the following format:

1. (Arabic numerals shall be used to number major steps)

a. (Lower case Arabic letters shall be used to number first subordinate steps)

(1) (Arabic numerals in parentheses shall be used to number second subordinate steps)

(a) Lower case Arabic letters in parentheses shall be used to number third subordinate steps)

1 (Arabic numerals underlined shall be used to number fourth subordinate steps)

a (Lower case Arabic letters underlined shall be used to number fifth subordinate steps)

d. The complexity of the system dictates the hierarchy of how the format of the steps and sub-steps will appear. The intent of the system procedures is to limit the amount of repetition necessary and keep the steps as brief as possible, while still providing the required information.
Sub-steps are broken up by common elements such as the spaces where valves are being aligned, condition of valve (open/shut), the equipment being aligned, etc. Below is a template of how this format should appear.
Please note that anything in parentheses is a variable. Anything in italics is instructive and should not actually appear on procedure:

I. ALIGN (NAME) SYSTEM

A. Align (Space X) as follows:

1. Ensure the following valves are shut:

a. (Valve name. Don't need to use word "valve" since it is in "1." above.)

b. (Valve name.)

2. Ensure the following valves are open:

    a. (Valve name. Generally, if there are any gauge cutouts or pressure transmitters, they should be listed first.)

    b. (Valve name)

In the above case, the fact that there are multiple valves in that space requiring some to be ensured open and some ensured shut necessitate two sets of sub steps under step I. A.

If all the valves in another space are to be ensured open (or shut), the format should be as shown in step I. B. below:

I. <u>ALIGN (NAME) SYSTEM</u>

A. Align (Space X) as follows:

1. Ensure the following valves are shut:

a. (Valve name.)

b. (Valve name.)

2. Ensure the following valves are open:

(Valve name.)

a. (Valve name)

B. Ensure the following valves in (Space Y) are open:

1. (Valve name).

2. (Valve name).

C. Align (Space Z) as follows:

1. Ensure the following valves are shut:

a. (Valve name).

b. (Valve name).

2. Ensure the following valves are open:

a. (Valve name).

b. (Valve name).

If there is only one valve in each of several spaces to be ensured open, use format shown in step B and sub-steps:

I. ALIGN (NAME) SYSTEM

A. Align (Space X) as follows:

1. Ensure the following valves are shut:

   a. (Valve name. Don't need to use word "valve" since it is in "a." above.)

   b. (Valve name.)

2. Ensure the following valves are shut:

   a. (Valve name. Generally, if there are any gauge cutouts or pressure transmitters, they should be listed first.)

   b. (Valve name)

B. Ensure the following valves are open:

1. (Valve name) in (space Y).

2. (Valve name) in (space Z).

e. Hyphenation of words shall not be permitted except when the word is normally written using a hyphen for separation.

f. All negative words such as no, cannot, not, etc. shall be bolded and underlined.

g. Titles within the body of a procedure (words or phrases not identified by a number or letter), NOTE, CAUTION, and WARNING shall be underlined.

h. Text of NOTES shall be typed with initial CAPS only, and the word NOTE shall be typed in upper case and underlined, with a colon between the leading and the first word of the NOTE.

i. Text of CAUTIONS and WARNINGS shall be typed entirely in uppercase and underlined throughout the text, with a colon between the heading and the first word of the CAUTION or WARNING.

j. Column headings for valve numbers, etc., shall be typed using initial CAPS only and shall be underlined separately as shown in the following examples:

No. 1A	No. 1B
Ship Service	Ship Service
Turbogenerator	Turbogenerator

k. No more than three columns shall be permitted. Whenever four or more systems, tanks, pumps, etc., must be addressed, individual procedures shall be developed by grouping related units together. To further define this rule: Fire Pump procedures shall be addressed separately for each boiler, main feed pumps shall be covered by separate procedures for each fireroom, (i.e., lA1 and 1A2 Fire Pumps on one procedure and lB1 and 1B2 Fire Pumps on a separate procedure) and so forth.

l. Whenever Roman numerals change within a procedure, headings on procedural columns shall be typed again whether they change by title or not. If Roman numerals do not change, maintain column format and repeat headings only at the top of additional procedural pages.

10.1.4 **Procedure cover pages.**

a. In the " _____ Procedure" block, enter the full Procedure nomenclature as listed in Appendix F.

b. In the " _____ NO." block, enter the procedure code as listed in Appendix F.

c. In the "Watch Area" block, enter the full watch area nomenclature immediately followed, in parentheses, by the appropriate watch area acronym.

d. In the "C. P. DESCRIPTION" block, enter all specific actions the procedure will accomplish such as preparing for operation, starting, stopping, etc.

e. In the "NOTES" and "PROCEDURE" sections, enter all NOTES, CAUTIONS, and WARNINGS that are pertinent to that specific procedure.

10.1.5 **Record of revision page.** The record of revision will be generated electronically via the NSWCCD accountability system.

10.1.6 **Index page.** The index pages will be generated electronically via the NSWCCD accountability system.

10.1.7 **Hardware installation plan (HIP).**

a. For the "BOX TYPE", enter the number of single and/or the number of double OSS book holding box types required for each location.

b. For the "LOCATION", enter the physical location of each box within the respective space.

c. For the "BOOK NO.", enter the number assigned to each OSS book to be installed at respective watch areas. Book numbers shall be identical to numbers shown on index pages.

10.1.8 **Tank table.**

a. In the "TANK TABLE" block, enter the full nomenclature for the procedure to be performed and in the "TT NO." block, enter the procedure code as shown in Appendix G.

b. In the block directly under the "TANK TABLE" block, enter the full nomenclature of equipment, space, or group to which the procedure applies.

c. In the "TO" block, enter the ultimate destination of fluid being moved.

d. In the "FROM" blocks, enter the assigned tank numbers, refueling station designation or firemain designation.

e. The first column shall indicate the common valves that must be aligned to complete the evolution, regardless of the tank(s) used. The individual tank isolation valves shall be listed under the tank number.

f. Asterisks will follow all valve numbers that are <u>not</u> fuel oil valves (i.e., manifold, firemain, etc.) and a note will be entered at the lower left hand corner above the "CODE" block indicating purpose of asterisk.

APPENDIX B

STANDARD TERMINOLOGY

10. **Standard terminology** to be used in the development of EOSS documents shall be understood to have meanings as follows:

a. ABORT - Premature termination of an action, evolution, or procedure.
b. ADJUST - An action or series of actions, which results in a change in the position or operating condition of a component or system.
c. ALIGN - The opening or shutting of valves in a piping system or the positioning of switches or controls in an electrical system to permit the required flow of fluids or current.
d. ASSISTANCE REQUIRED- Usually found in CPs or SPs after the procedural section heading, when applied, it identifies that certain actions within a procedure will be occurring at another watch area or it may indicate that assistance is required due to simultaneous actions occurring at a specific watch area.
e. CAUTION - Used to alert personnel to an action or series of actions which, if not strictly adhered to, may result in damage to equipment. CAUTIONS will always precede notes and the action or series of actions to which they apply.
f. CLOSE - The act of positioning a circuit breaker to allow electrical current flow.
g. COMPONENT - An element in a system, which contributes to, but individually, is not capable of performing the total function of a system.
h. CONTROLLABLE - Used in EOCC to describe an abnormal condition or casualty situation when the Controlling Actions taken have contained the casualty or stopped the cascading effect and possibly returned to normal operating parameters.
i. CRACK OPEN - The act of opening a valve a small amount to permit fluid flow at a minimum rate as compared to normal flow.
j. CROSS-CONNECT - The act of opening valves in a system with more than one segment, each capable of independent operation, so that the segments can operate as one system.
k. DEENERGIZE - The act of opening an electrical circuit at a main power supply.
l. DESTROKE - The act of securing a piece of equipment or a system by activating a switch or switches.
m. ENERGIZE - The act of closing an electrical circuit at a main power supply.
n. ENSURE - Indicates a condition or procedure, which should have been previously accomplished; however, when not accomplished, the action must be performed prior to continuing with the procedure.

o. FULL POWER - A term used to describe the steady state condition where all propulsion turbines are running and on-line. This condition is outlined in OPNAVINST 9094.1A dtd 4 Apr 83.

p. LINE STOP VALVE - Any stop valve located between the throttle-guarding valve and the root steam valve.

q. LOCKED - Term used to describe any valve or piece of equipment, which has a mechanical device or apparatus that prevents inadvertent operation.

r. LOWER - Actions required to decrease the speed of a piece of equipment or output voltage, amperage or frequency of a generator.

s. NON-RESTORABLE CASUALTY - A casualty in which:

t. (1) the material condition of the equipment is unacceptable for normal operations (as determined by the Engineer Officer).
(2) requires equipment be removed from service so repairs can be accomplished.
(3) requires repairs beyond the capability of the ship.

u. NOTE - Used to alert personnel of essential information, project final results or highlight a particular condition. NOTES normally precede the action or series of actions to which they apply.

v. NOTIFY - Indicates a generalized communication that needs to be ex-changed between watch areas in order to accomplish the procedure.

w. OPEN - The- action of unseating a valve to allow full flow of fluid or in the case of electrical components, positioning a circuit breaker to interrupt electrical current flow.

x. OPERATING - A condition describing a component's normal operational status; performing work.

y. OPTIMUM - Describes the best equipment combination or systems alignment for a given plant operating condition.

z. ORDER - Used in a procedural step to indicate an action, which shall be initiated and controlled by the document user.

aa. PARALLEL - The action or series of actions resulting in two or more components sharing a common load.

ab. PLACING IN OPERATION - Used in place of starting for components which do <u>not</u> rotate, i.e., air ejectors, reducers, distilling plants.

ac. PREPARE FOR OPERATION - A term used when, due to plant criticality at certain points during lightoff, a component must be ready for starting in the minimum amount of time. Any alignments or steps which can be accomplished without actually starting a component, but leaving it in a safe condition, are accomplished in this procedural action.

ad. PROPULSION PLANT EVOLUTION - A series of operational procedures that must be performed to accomplish the transition from one steady state condition of operation to another steady state condition of operation.

ae. PULSE - The act of actuating and immediately releasing a valve operating mechanism such that the valve is open only for a very short time.

af. RACK-IN - The mechanical action of connecting a circuit-breaker to the main bus.

ag. RACK-OUT - The mechanical action of disconnecting a circuit breaker from the main bus.

ah. RAISE - Actions required to increase the speed of a piece of equipment or output voltage, amperage or frequency of a generator.

ai. RECIRCULATING VALVE - Any valve that returns fluid to the suction side of a pump through a looped system.

aj. REPORT - Used in a procedural step to indicate a communication between watch areas in order to continue with other actions or denote completion of a specific evolution or action that has been ordered.

ak. ROOT STEAM VALVE - Stop valve closest to the steam piping main.

al. SECURE - Used in place of stopping for components or systems which do not have rotating elements.

am. SHIFT - Action(s) required to exchange components or change a systems mode of operation.

an. SHUT - The action for seating a valve disc, which prohibits fluid flow.

ao. SPLIT-PLANT (STEAM) - The act of shutting valves in a system with more than one segment, each capable of independent operation, so that each segment can operate independently. In electrical systems the operating mode of generators supplying their own switchboards, bus tie breakers open.

ap. SPLIT-PLANT (GAS TURBINE) - A term used to describe the steady state condition of DD-963 Class ships where two propulsion turbines are in operation one driving the port shaft and one driving the starboard shaft.

aq. STANDARD SPEED - A term used to describe the speed at which the ship travels during normal underway operations.

ar. START - The action or series of actions required to place a rotating component into operation.

as. STOP - Action or series of actions ceasing the motion of a rotating element of a component.

at. SYSTEM - A major organized and integrated combination of piping, components and associated equipment which together perform a specific function.

au. THROTTLE GUARDING VALVE - The stop valve immediately upstream of the throttle valve.

av. THROTTLE VALVE - The valve closest to the component, which can be used to limit the amount of flow to the component.

aw. TRAIL SHAFT MODE (EOP) - A term used to describe a steady state operational condition where the ship is underway with one engine on one shaft providing propulsive power while the other shaft is trailing.

ax. TRAIL SHAFT MODE (EOCC) - Casualty control procedures for the driving shaft's engine, reduction gear, shafting and propeller.

ay. TRAILING SHAFT MODE (EOCC) - Casualty control procedures for the reduction gears shafting and propeller of the trailing shaft while operating in a trail shaft mode.

az. UNCONTROLLABLE - Used in EOCC to describe an abnormal condition, or possible casualty situation, where the CONTROLLING

ACTIONS (where applicable) taken have failed, and IMMEDIATE ACI1ONS are required to isolate the casualty.

ba. UNDERWAY READY - A condition pertaining to an aircraft carrier underway operational condition where at least two boilers are on-line with two main engines under vacuum jacking over and two main engines secured jacking over.

al. UNSEAT - Used to describe the act of opening a valve a small amount to restrict fluid flow to a low, but greater than minimum rate. Usually used in place of an ambiguous number of turns.

bb. VERIFY - Included as part of procedural introductory and concluding statements, to indicate a situation or condition that should exist and cannot be directly accomplished by watchstander.

bc. WARM - The action or series of actions to heat a component, line, or fluid to operating temperature at a slow, even rate.

bd. WARNING - Used to alert personnel to an action or series of actions which if not strictly adhered to may result in injury to personnel.

be. WARNINGS – Warnings will always precede notes, cautions and the action or series of actions to which they apply.

bf. WATCH AREA - Refers to a general area of machinery space where one or more watchstanders may be assigned.

bg. WHEN ORDERED - Included as part of a procedural step to indicate an action which is only performed after an order by a supervisor.

bh. WHEN REPORTED - Used to indicate an action or series of actions which must not be performed until Report of previously Ordered action or series of actions is received.

bi. WHEN REQUIRED - Used to indicate a procedural step which may or may not be required for completion of a procedure. Usually related to a variable condition, which is dependent upon starting/stopping conditions or desired final conditions.

APPENDIX C - STANDARD ACRONYMS

10. **Standard acronyms.** Standard acronyms to be used in the development of EOSS documents shall be understood to have meanings as follows:

ABC	Automatic Boiler Control
ABT	Automatic Bus Transfer
ACC	Auxiliary Control Console
ACS	Automatic Control System
AFFF	Aqueous Film Forming Foam
AMR	Auxiliary Machinery Room
APC	Approved Procedure Change
APU	Auxiliary Propulsion Unit
ASCU	After Steering Control Unit
BMEE	Bulkhead Mounted Elec Encl
BTB	Bus Tie Breaker
BTOW	Boiler Technician of the Watch
CCS	Central Control Station
CCW	Counter Clockwise
CDP	Compressor Discharge Pressure
CISE	Central Information Sys Equipment
FOD	Foreign Object Damage
FOPM	Fuel Oil Pump - Motor Driven
FPCC	Fuel System Control Console
FPCS	Foilborne Propulsion Control Sys
PR	Fireroom
FSEE	Free Standing Electronics Enclosure
GCU	Generator Control Unit
GG	Gas Generator
GTE	Gas Turbine Engine
GTG	Gas Turbine Generator
GT	Gas Turbine
GTM	Gas Turbine Module (Main Prop)
PCC	Propulsion Control Console
PLA	Power Level Angle
HP	High Pressure
PMS	Preventive Maintenance System
ITC	Integrated Throttle Control
LL	Lower Level
S/CE	Signal Conditioning Enclosure
TIT	Turbine Inlet Temperature
UL	Upper Level
WHB	Waste Heat Boiler
CRP	Controllable Reversible Pitch
CW	Clockwise
DCC	Damage Control Console
DDI	Demand Display Index
DFT	Deaerating Feed Tank
ECU	Executive Control Unit
EGT	Exhaust Gas Temperature
EMCUS	Emerg Manual Control Units
EMOW	Electrician Mate of the Watch
EOOW	Engineering Officer of the Watch
EOS	Engineering Operating Station
EPCC	Electric Plant Control Console
EPCEE	Electric Plant Control Electronics Enclosure
ER	Engineroom
CIT	Compressor Inlet Temperature
LOCOP	Local Control Operating Panel
LOP	Local Operating Panel
LOPM	Lube Oil Pump - Motor Driven
LOSCA	Lube Oil Storage and Conditioning Assembly
LP	Low Pressure
MBT	Manual Bus Transfer
MFC	Main Fuel Control
MMOW	Machinist Mate of the Watch
MMR	Main Machinery Room
MRG	Main Reduction Gear
OD	Oil Distribution
OOD	Officer of the Deck
PACC	Propulsion and Auxiliary Control Console
HOPM	Hydraulic Oil Pump- Motor Drvn
PLCC	Propulsion Local Control Console
ICK	Internal Communications Circuit
PSE	Power Supply Enclosure
PT	Power Turbine
SCC	Ship Control Console
SSDG	Ship Service Diesel Generator
SSPU	Ship Service Power Unit
SSTG	Ship Service Turbogenerator

APPENDIX D STANDARD ABBREVIATIONS

10. **Standard abbreviations.** Standard abbreviations to be used in the development of EOSS documents shall be understood to be as follows:

A/M	Automatic/Manual	EPM	Equivalent parts per Million
abs	Absolute	EXT	Extinguished
AC, ac	Alternating Current	°F	Degree Fahrenheit
AFT	After	FT, ft	Feet, Foot
amp	Ampere	FWD	Forward
APD	Automatic Paralleling Device	GAL,gal	Gallon(s)
AUTO	Automatic	gpd	Gallons per day
AUX	Auxiliary	gph	Gallons per hour
BHD	Bulkhead	gpm	Gallons per minute
BRG	Bearing	Hg	Mercury
°C	Degree Centigrade	HI	High
CFH	Cubic Feet Per Hour	Hz	Hertz
C17M	Cubic Feet Per Minute	ILL	Illuminated
CO2	Carbon Dioxide	in.	Inch(es)
DC, dc	Direct Current	JP-5	Jet Engine Fuel
DP	Differential Pressure	KN/M2	Kil - Newton per Meter Square
EMER	Emergency	KVA	Kilovolt-Ampere
KW, kw	Kilowatt(s)	PWR	Power
LB, lb	Pounds	QTY	Quantity
lb/lr	Pounds.per hour	RPM, rpm	Revolutions per minute
LO	Low and also Lube Oil	SIG	Signal
LVP	Low Voltage Protection	SRPM	Shaft revolutions per minute
MAN	Manual	STBD	Starboard
MIL	1/1000 inch	STBY	Stand by
MM	Millimeter	SWBD	Switch Board
MN/M2	Millinewton Per Meters Square	TEMP	Temperature
N2	Nitrogen	TK	Tank
NORM	Normal	VAC	Alternating current volts
OVBD	Overboard	VDC	Direct current volts
OVSP	Overspeed	ppm	Parts per million
PRESS	Pressure	PSI,psi	Pounds per square inch
psia	Pounds per square inch absolute	psig	Pounds per square inch gauge

APPENDIX F

EOSS ACCOUNTABILITY SYSTEM
MASTER CODE LIST

Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
A-LOPM	AFOSS		LO PMP MTR DRIVEN:START,OPER	JP-5 SYSTEMS LUBE OIL PUMP, MOTOR-DRIVEN: STARTING, OPERATING AND STOPPING
ABNLU	EOP		AUX BLR NITROGEN LAYUP	BOILER AUXILIARY BOILER NITROGEN LAYUP
ABP	EOP		AUX BILGE PUMP	BILGE AND FUEL OIL TANK STRIPPING SYSTEMS AUXILIARY BILGE PUMP MOTOR DRIVEN
ABTSD	EOP		BALLASTED TO STEAMING DRAFT	BALLAST/DEBALLST OPERATIONAL PROCEDURES BALLASTED TO STEAMING DRAFT
ACA	EOP		TON AIR CON LIGHT OFF PROCDURE	AIR CONDITIONING SYSTEMS TON AIR CONDITIONING TEST PLANT LIGHT OFF PROCEDURES
ACCP	EOP		AUX CONT CSL PWR UP & SECRG	CONSOLE AUXILIARY CONTROL CONSOLE-POWERING UP AND SECURING
ACCS	EOP		AUX CONT CSL SYS CHK	CONSOLE AUXILIARY CONTROL CONSOLE-SYSTEMS CHECK
ACCW	EOP		AIR CONDITION CHILLED WTR PLT	AIR CONDITIONING SYSTEMS AIR CONDITION CHILLED WATER PLANT
ACGGM	EOP		AC DSL GEN GOV MALF	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE AC DIESEL GENERATOR GOVERNOR MALFUNCTION
ACGOH	EOP		SS AC DSL GEN OVERHEATING	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE AC DIESEL GENERATOR OVERHEATING
ACGOL	EOP		SS AC DSL GEN OVERLOAD	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE AC DIESEL GENERATOR OVERLOAD
ACIG	CFOSS		ALIGN AND CHARGING CO2 GAS SYS	MOGAS SYSTEMS ALIGNING AND CHARGING CO2 INERT GAS SYSTEM AND SECURING
ACO	CFOSS	I	ABNORMAL AND CASUALTY OPERATN	ABNORMAL OPERATING CONDITIONS ABNORMAL AND CASUALTY OPERATION
ACPA	CFOSS		A/C PLT:ALIGN, OPERAT, SECUR	AIR CONDITIONING SYSTEMS AIR CONDITIONING PLANT:ALIGNING, PLACING IN OPERATION AND SECURING
ACPM	EOP		AIR EJECT COOLING WATER PUMP	COOLING WATER SYSTEMS MAIN AIR EJECTOR COOLING WATER PUMP; MOTOR-DRIVEN
ACPO	EOP		AIR COND PLANT OPER PROCEDURE	AIR CONDITIONING SYSTEMS AIR CONDITIONING PLANT OPERATING PROCEDURE
ACPT	EOP		AUXILIARY CONDENSATE PUMP	CONDENSATE SYSTEMS AUXILIARY CONDENSATE PUMP, TURBINE-DRIVEN
ACSV	EOP		AUX SW CLG SYS	SEAWATER SYSTEMS AUXILIARY SALTWATER COOLING SYSTEM-VALIDATING SYSTEM ALIGNMENT
ACWP	EOP		AUX MACH CLG WTR PMP	COOLING WATER SYSTEMS AUXILIARY MACHINERY COOLING WATER PUMP

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
ACWR	EOP		AUX COOLING WATER REDUCER	COOLING WATER SYSTEMS AUXILIARY COOLING WATER REDUCER
ACWR-B	EOP		AUX CLG WTR RDCR 150/50 PSI	COOLING WATER SYSTEMS AUXILIARY COOLING WATER REDUCER (150/50 PSI)
ACWS	EOP		AUX MACH CLG WTR SYS	COOLING WATER SYSTEMS AUXILIARY MACHINERY COOLING WATER SYSTEM
ADAS	EOP		ALIGNING DEBALLAST AIR SYS	DEBALLAST AIR SYSTEM ALIGNING DEBALLAST AIR SYSTEM
AEAJ	EOP		AUXILIARY AIR EJECTOR	CONDENSATE SYSTEMS AUXILIARY AIR EJECTOR
AEL	EOP		OPERATING & SECURING 249-253	JP-5 SYSTEMS CONTAMINATED FUEL DETECTOR AEL MK 111
AEUV	EOP		AUX EXHAUST UNLOADING VALVE	STEAM SYSTEMS AUXILIARY EXHAUST UNLOADING VALVE
AFBM	EOP		AUX FEED BSTR PMP MOT DRVN	FEEDWATER SYSTEMS AUXILIARY FEED BOOSTER PUMP,MOTOR DRIVEN
AFFFV	EOP		AFFF FIREFIGHTING	FIREFIGHTING SYSTEMS AFFF MACHINERY SPACE FIREFIGHTING SYSTEM-VALIDATING SYSTEM ALIGNMENT
AGES	EOP		AUXILIARY GLAND EXHAUST SYS	CONDENSATE SYSTEMS AUXILIARY GLAND EXHAUST SYSTEM
AIAT	AFOSS		ANTI-ICING ADDITIVE TEST	JP-5 SYSTEMS ANTI-ICING ADDITIVE TEST
AIGCM	CFOSS		ALGN CO2 INERT SYS WHEN TRANS	MOGAS SYSTEMS ALIGNING CO2 INERT GAS SYSTEM TO COMPENSATE WHEN TRANSFERRING/ RECEIVING MOGAS AND SECURING
AIGDW	CFOSS		ALIGN CO2 INERT GAS SYS	MOGAS SYSTEMS ALIGNING CO2 INERT GAS SYSTEM AND CHARGING DOUBLE WALL PIPING AND SECURING
AIGIC	CFOSS		ALIGN CO2 INERT GAS SYS	MOGAS SYSTEMS ALIGNING CO2 INERT GAS SYSTEM FOR INERTING COFFERDAM AND SECURING
AIGMT	CFOSS		N2 INERT GAS SYS:	MOGAS SYSTEMS N2 INERT GAS SYSTEM
AIGPR	CFOSS		ALIGN CO2 INERT GAS SYS TO PMP	MOGAS SYSTEMS ALIGNING CO2 INERT GAS SYSTEM TO PUMP ROOM AND SECURING
AIGPT	CFOSS		ALIGN CO2 INERT GAS SYS INERT	MOGAS SYSTEMS ALIGNING CO2 INERT GAS SYSTEM FOR INERTING PIPING TRUNKS AND SECURING
AIS	EOP		ANTI-ICE SYSTEM:	AIR SYSTEMS ANTI-ICE SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
ALLOP	EOCC		LOSS OF LO PRES TO AUX LO SYS	LAND BASED TEST SITE LOSS OF LUBE OIL PRESSURE TO AUYXILIARY LUBE OIL SYSTEM
ALOL	EOCC		MJR LEAK AUX LO SYSTEM	LAND BASED TEST SITE MAJOR LEAK IN AUXILIARY LUBE OIL SYSTEM
ALOP	EOCC		LO PURIFIER	LUBE OIL SYSTEMS LUBE OIL PURIFIER
AMFS	EOCC		ALIGNING MAIN FEED SYSTEM	FEEDWATER SYSTEMS ALIGNING MAIN FEED SYSTEM
AMPBD	CFOSS		ALGN MOGAS PIP FOR VENTING	MOGAS SYSTEMS ALGNING MOGAS PIPING FOR VENTING TO BALLAST/DEBALLAST AND SECURING
AMPFT	CFOSS		ALIGN MOGAS PIP FOR FILLING TK	MOGAS SYSTEMS ALIGNING MOGAS PIPING FOR FILLING MOGAS TANK WITH MOGAS
AMPVF	CFOSS		ALGN MOGAS PIP FOR VENT & FUEL	MOGAS SYSTEMS ALIGNING MOGAS PIPING FOR VENTING AND FUELILNG VEHICLES
AMPVT	CFOSS		ALIGN MOGAS PIP FOR VENT&TRNSF	MOGAS SYSTEMS ALIGNING MOGAS PIPING FOR VENTING AND TRANSFER OF MOGAS
APBTB	EOP		PRE-STAGE BALLAST TO BALLAST	BALLAST/DEBALLST OPERATIONAL PROCEDURES PRE-STAGE BALLASTED TO BALLASTED
APRM	EOP		ALIGN AIR REG MANIFOLD	AIR SYSTEMS ALIGNING AIR PRESSURE REGULATING MANIFOLD
APSB	EOP		PRE-STAGE BALLASTING SHIP	BALLAST/DEBALLST OPERATIONAL PROCEDURES PRE-STAGE BALLASTING SHIP
APU	EOP		AUX PROPULSION UNIT	AUXILIARY PROPULSION UNIT AUXILIARY PROPULSION UNIT
ASBV	EOP		ACCUMULATOR STEAM BLOWDOWN VLV	CATAPULT ACCUMULATOR STEAM BLOWDOWN VALVE
ASC	EOCC		AUTOMATIC SHUTDOWN CASUALTY	LAND BASED TEST SITE AUTOMATIC SHUTDOWN CASUALTY
ASDR	EOCC		ANTICONTAMINATION SENTRY	JP-5 SYSTEMS ANTI-CONTAMINATION SENTRY
ASDV	EOP		ALIGNING STEAM DRAIN VALVES	ALIGNING STEAM DRAINS ALIGNING STEAM DRAIN VALVES
ASSF	EOP		AIRCRAFT SERVICE STATION	JP-5 SYSTEMS AIRCRAFT SERVICE STATIONS
ASWA	EOP		AEGIS SEAWATER SVC SYSTEM	SEAWATER SYSTEMS AEGIS SEAWATER SERVICE SYSTEM
ATCD	FOSS		ATMOSPHERIC CONDENSER	 ATMOSPHERIC CONDENSER

APPENDIX F

Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
AUF	FOSS		AN-UYK-44 FAILURE AT (PACC)	LAND BASED TEST SITE AN-UYK-44 FAILURE AT (PACC)
AUG	AFOSS		AFOSS USERS GUIDE	JP-5 SYSTEMS AFOSS USERS GUIDE
AULO	EOP		AUX LINE BEAR LUBR OIL SYS	LUBE OIL SYSTEMS AUXILIARY/LINE BEARING LUBRICATING OIL SYSTEM
AUXC	EOP		AUXILIARY CONDENSER	CONDENSATE SYSTEMS AUXILIARY CONDENSER
AVSP	CFOSS		ALIGN & VENT STRIPPNG PIPING	MOGAS SYSTEMS ALIGNING AND VENTING STRIPPING PIPING
AWWS	EOP		WATER WASH SYSTEM	MAIN ENGINE WATER WASH SYSTEM
AXSP	AFOSS		AUX SYS: ALIGNING,START,SECUR	JP-5 SYSTEMS AUXILIARY SYSTEM
B1BSB	EOP		PROCEED 1ST BLR OP TO BLR STM	BOILER PROCEEDING FROM FIRST BOILER OPERATION TO BOILER UNDER STEAM BLANKET
B2SBBO	EOP		PROCEED 2ND BLR UND STM TO OPR	BOILER PROCEEDING FROM SECOND BOILER UNDER STEAM BLANKET TO BOILER OPERATION
BAB	EOP		AUXILIARY BOILER	BOILER AUXILIARY BOILER
BAS	EOCC		BOILER AUTOMATIC SHUTDOWN	BOILER CASUALTIES BOILER AUTOMATIC SHUTDOWN
BBHB	EOP		BOTTOM & HEADER BLOW BOILER	BOILER BOTTOM AND HEADER BLOWING BOILER
BBP	EOP		BILGE BALLAST PUMP	DEBALLAST SYSTEMS BILGE AND BALLAST PUMP, MOTOR DRIVEN
BBPM	EOP		BILGE/BALLAST P. (MD)	DEBALLAST SYSTEMS BILGE AND BALLAST PUMP, MOTOR-DRIVEN
BBT	EOP		BOILER BLOWDOWN TANK	BOILER BOILER BLOWDOWN TANK
BBTSD	EOP		BALLASTED TO STEAMING DRAFT	BALLAST/DEBALLST OPERATIONAL PROCEDURES BALLASTED TO STEAMING DRAFT
BCAM	EOP		BOILER CONT FDW AUTO TO REM	CONSOLE BOILER CONTROL-SHIFTING FEEDWATER CONTROL FROM AUTOMATIC TO REMOTE MANUAL
BCAP	EOP		BOILER COMBUSTION AIR PHR	BOILER BOILER COMBUSTION AIR PREHEATER
BCBO	EOP		PROCEED CLD BLR TO BLR OPERAT	BOILER PROCEEDING FROM COLD BOILER TO BOILER OPERATION

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
BCBT	EOP		BRDG CONT: BOW THRUSTER	BOW THRUSTER BRIDGE CONTROL-BOW THRUSTER
BCC	EOP		BALLAST CONTROL CONSOLE	BALLASTING AND DEBALLASTING SYSTEMS BALLAST CONTROL CONSOLE
BCCD	CFOSS		BONDING CABLE:CONN & DISCONNEC	MOGAS SYSTEMS BONDING CABLE
BCF	AFOSS		CONSOLIDATION OF JP-5 FUEL	JP-5 SYSTEMS CONSOLIDATION OF JP-5 FUEL
BCLO	EOP		BOILER CONTROL	BOILER BOILER CONTROL-CONTROLLING COMBUSTION DURING LIGHTOFF, RAISING STEAM AND OPERATING
BCLOE	EOP		BOILER CONTROL LIGHT OFF EMERG	BOILER BOILER CONTROL (EMERGENCY) CONTROLLING COMBUSTION DURING EMERGENCY LIGHT OFF AND RAISING STEAM
BCLS	EOP		BOILER: CONT SUPHTR FIRING	BOILER BOILER- CONTROLLING SUPERHEATER FIRING RATE WHILE LOWERING SUPERHEATER OUTLET TEMPERATURE AND SECURING
BCMA	EOP		BOILER CONT FDW REM TO AUTO	CONSOLE BOILER CONTROL-SHIFTING FEEDWATER CONTROL FROM REMOTE MANUAL TO AUTOMATIC
BCO	EOP		PROCEED BLR CASULTY TO BLR OP	OPERATIONAL PROCEDURES PROCEEDING FROM BOILER CASUALTY TO BOILER OPERATION
BCPT	EOP		BALLAST PANEL ENGERG,TEST,SEC	CONSOLE BALLAST CONTROL PANEL ENERGIZING, TESTING AND SECURING
BCRO	EOP		BOILER CONT ALIGN CONSOLE	CONSOLE BOILER CONTROL-ALIGNING CONSOLE FOR REMOTE MANUAL OPERATION, INITIAL ALIGNMENT
BCRT	EOP		BOILER CONT: SUPHTR	BOILER BOILER CONTROL-CONTROLLING SUPERHEATER DURING LIGHTOFF, RAISING TEMPERATURE AND OPERATING
BCS	EOP		BOILER CONTROL: SECURING	CONSOLE BOILER CONTROL-SECURING
BCT	EOP		CLEANING TANKS	JP-5 SYSTEMS CLEANING TANKS
BCTR	EOP		BOILER CONT: TEST COMB & FD	CONSOLE BOILER CONTROL-TESTING COMBUSTION AND FEEDWATER SYSTEM IN REMOTE MANUAL
BDA	AFOSS		DEFUELING AIRCRAFT	JP-5 SYSTEMS DEFUELING AIRCRAFT
BDAF	AFOSS		DELIVERING AUX JP-5	JP-5 SYSTEMS DELIVERING AUXILIARY JP-5

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
BDALC	AFOSS		DEFUEL AIRCRFT/LAND CRFT CUSHN	JP-5 SYSTEMS DEFUELING AIRCRAFT/LANDING CRAFT AIR CUSHION (LCAC)
BDBT	AFOSS		DEBALLASTING JP-5 TANKS	JP-5 SYSTEMS DEBALLASTING BALLASTED JP-5 TANKS
BDFA	AFOSS		FUELING AIRCRAFT	JP-5 SYSTEMS FUELING AIRCRAFT
BDHS	EOP		BALLAST/DEBALLAST HYD SYS-ALIG	HYDRAULIC SYSTEM BALLAST/DEBALLAST HYDRAULIC SYSTEM-ALIGNING
BDOC	EOP		BALLAST/DEBALLAST SYS CHECKLST	BALLAST/DEBALLST OPERATIONAL PROCEDURES BALLASTING/DEBALLASTING SYSTEM CHECKLIST
BDPT	EOP		BALLAST & DEBALLAST PEAK TANK	DEBALLAST SYSTEMS BALLASTING AND DEBALLASTING PEAK TANK
BDSV	EOP		MN DRAIN SYS VAL SYS ALIGN	DEBALLAST SYSTEMS BILGE DRAIN SYSTEM-VALIDATING SYSTEM ALIGNMENT
BDTC	AFOSS		DELIVERING JP-5 TO JET STAND	JP-5 SYSTEMS DELIVERING JP-5 TO THE JET TEST STAND
BEX	EOCC		BOILER EXPLOSION	BOILER CASUALTIES BOILER EXPLOSION
BEXE	EOCC		BOILER EXPLOSION ECON	BOILER CASUALTIES BOILER EXPLOSION ECONOMY
BFA	EOP		BOILER FRONT ALIGN	BOILER BOILER FRONT ALIGNMENT
BFALC	AFOSS		FUEL AIRCRFT/LAND CRFT AIR CUS	JP-5 SYSTEMS FUELING AIRCRAFT/LANDING CRAFT AIR CUSHION (LCAC)
BFDG	EOCC		CLASS B FIRE DIESEL GEN	GENERATOR/ELECTRICAL CASUALTIES CLASS BRAVO FIRE IN DIESEL GENERATOR ENCLOSURE
BFFS	EOP		BUILD FIRE FIGHT SYS ALIGN	LAND BASED TEST SITE BUILDING FIRE FIGHTING SYSTEM
BFSA	EOP		BOILER FRONT ALIGN SECURING	BOILER SECURING BOILER FRONT ALIGNMENT
BFSS	EOP		FLUSHING THE SERVICE SYS	JP-5 SYSTEMS FLUSHING THE SERVICE SYSTEM
BGG	EOP		BOILER GAUGE GLASS: BLWDN	BOILER BOILER GAUGE GLASS
BGGM	EOCC		CLASS BRAVO FIRE IN GTG MODULE	GENERATOR/ELECTRICAL CASUALTIES CLASS BRAVO FIRE IN GAS TURBINE GENERATOR MODULE
BGTM	EOCC		CLASS B FIRE PROP TUR GTM	MAIN ENGINE CASUALTIES CLASS BRAVO FIRE IN PROPULSION TURBINE MODUL (GTM)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
BHPD	EOP		BOILER DRAINS (HP)	BOILER BOILER DRAINS (HIGH PRESSURE)
BID	EOP		BOILER INSPECTION DEVICE	BOILER BOILER INSPECTION DEVICE
BIT	EOP		BOILER IGNITORS, TEST	BOILER BOILER IGNITORS
BJPT	EOP		FILLING JP-5 TKS WITH JP-5	JP-5 SYSTEMS FILLING JP-5 TANKS WITH JP-5
BJTS	AFOSS		BALLASTING JP-5 STORAGE TANKS	JP-5 SYSTEMS BALLASTING JP-5 STORAGE TANKS
BJTS-A	AFOSS		BALLASTING JP-5 STORAGE TANKS	JP-5 SYSTEMS ALIGNING FOR BALLASTING/SECURING BALLASTING ALIGNMENT
BLF	EOP		BOILER: LIGHTING FIRES	BOILER BOILER LIGHTING FIRES
BLWL	EOP		WASTE HEAT BOILER: LWR WTR	WASTE HEAT SYSTEMS WASTE HEAT BOILER-LOWERING WATER LEVEL
BMAV	EOP		BLEED, MASKER, & STG AIR SY	AIR SYSTEMS BLEED, MASKER AND STARTING AIR SYSTEM-VALIDATING SYSTEM ALIGNMENT
BMPA	EOP		BLEED MSKR PRAIRIE ANTI-ICE	AIR SYSTEMS BLEED, MASKER, PRAIRIE AND ANTI-ICING AIR SYSTEM-ALIGNING FOR OPERATION
BMPV	EOP		BLEED MASTER PRAIRIE AIR SY	AIR SYSTEMS BLEED, MASKER AND PRAIRIE AIR SYSTEM-VALIDATING SYSTEM ALIGNMENT
BOBSB	EOP		PROCEED BLR OPER TO STM UN BLK	OPERATIONAL PROCEDURES PROCEEDING FROM BOILER OPERATION TO BOILER UNDER STEAM BLANKET
BOCB	EOP		PROCEED BLR OPER TO COLD BLR	OPERATIONAL PROCEDURES PROCEEDING FROM BOILER OPERATION TO COLD BOILER
BPA	EOCC		BLR STM PART CARRIES AWAY	BOILER CASUALTIES BOILER STEAM PRESSURE PART CARRIES AWAY
BPBTB	EOP		PRE-STAGE BALLAST TO BALLAST	BALLAST/DEBALLST OPERATIONAL PROCEDURES PRE-STAGE BALLASTED TO BALLASTED
BPM	EOP		BILGE PUMP, MOTOR-DRIVEN	DRAIN AND WASTE WATER SYSTEMS BILGE PUMP, MOTOR-DRIVEN
BPSB	EOP		PRE-STAGE BALLASTING SHIP	BALLAST/DEBALLST OPERATIONAL PROCEDURES PRE-STAGE BALLASTING SHIP
BPTO	EOP		BILGE PUMP (POWER TAKE OFF)	DRAIN AND WASTE WATER SYSTEMS BILGE PUMP (POWER TAKE OFF)
BRCF	AFOSS		RECLAIM CONTAMINATED JP-5 TANK	JP-5 SYSTEMS RECLAIMING CONTAMINATED JP-5 TANKS

APPENDIX F

Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
BRF	AFOSS		BRICKWORK OR REFRACTORY FAI	BOILER CASUALTIES BRICKWORK OR REFRACTORY FAILURE
BRFE	EOCC		BRICKWORK OR REFRACTORY FAI EC	BOILER CASUALTIES BRICKWORK OR REFRACTORY FAILURE ECONOMY
BRPM	EOP		BROMINATOR PUMP, MTRDN	FRESHWATER SYSTEMS BROMINATOR PUMP, MOTOR-DRIVEN
BRST	EOP		REPLEN EMPTY OR SLCK SER TKS	JP-5 SYSTEMS REPLENISHING EMPTY OR SLACK SERVICE TANKS
BRWL	EOP		BOILER: RAISE STM DRUM WL	WASTE HEAT BOILER-RAISING WATER LEVEL
BS	EOP		BLEEDER STATIONS	LAND BASED TEST SITE BLEEDER STATIONS
BSAA	EOP		BLEED AND START AIR SYSTEM	AIR SYSTEMS BLEED AND START AIR SYSTEM
BSAV	EOP		BATTERY SYS ALI: VALIDATION	ELECTRICAL SYSTEMS AND EQUIPMENT BATTERY SYSTEM ALIGNMENT
BSB	EOP	I	BOILER: STM BLANKET LAY-UP	BOILER BOILER-ALIGNING FOR STEAM BLANKET LAY-UP
BSBBO	EOP		PROCEED FROM BOILER BLK TO OPR	OPERATIONAL PROCEDURES PROCEEDING FROM BOILER UNDER STEAM BLANKET TO BOILER OPERATION
BSBL	EOP		BOILER: SUR BLO (LAYUP)	BOILER SURFACE BLOWING A SECURED BOILER,BOILER UNDER PRESSURE
BSBO	EOP		SOOT BLOWING BOILER TUBES	BOILER SOOT BLOWING BOILER TUBES
BSBP	EOP		SURF BLOW UNDER PRESS	BOILER BOILER-SURFACE BLOWING BOILER UNDER PRESSURE
BSBS	EOP	I	BOILER: SECRG STM BLKT	OPERATIONAL PROCEDURES BOILER-SECURING FROM STEAM BLANKET LAY-UP
BSEF	EOP		BLGE,STRIP,EMRG FIRE & FLSH PM	FUEL OIL SYSTEMS BILGE, STRIPPING, EMERGENCY FIRE AND FLUSHING PUMP (RECIPROCATING)
BSNB	EOP	I	BOILER: SECRG NITROGEN LAYU	BOILER BOILER-SECURING PURE NITROGEN LAY-UP
BSPD	EOP		BOILER SUPHTR PTCT DEVICE	STEAM SYSTEMS BOILER SUPERHEATER PROTECTION DEVICE
BSST	EOP		STRIPPING STORAGE & SERV TKS	FUEL OIL SYSTEMS STRIPPING STORAGE AND SERVICE TANKS
BT	EOP		BOW THRUSTER: ALIGN SECURE	BOW THRUSTER BOW THRUSTER
BTCP	EOP		BOW THRUSTR LOAD BNK CNTRL PL	BOW THRUSTER BOW THRUSTER LOAD BANK CONTROL PANEL

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
BTSP	EOP		BILGE & FO TK STR PMP	BILGE AND FUEL OIL TANK STRIPPING SYSTEMS BILGE AND FUEL OIL TANK STRIPPING PUMP
BTSS	AFOSS		TRANS JP-5 FROM STOR TO TANKS	JP-5 SYSTEMS TRANSFERRING JP-5 FROM STORAGE TO STORAGE TANKS
BVSC	EOP		BALLAST/DEBALLAST VALVE CHART	DIAGRAMS, CHARTS AND TABLES BALLASTING/DEBALLASTING VALVE STATUS CHART
BXF	EOP		BOILER: EXTINGUISH FIRES	BOILER BOILER-EXTINGUISH FIRES
CA	EOP		CONSOLE: ALIGN OPN & SECRG	CONSOLE CONSOLE-ALIGNING FOR OPERATION AND SECURING
CAA	EOP		CONTROL AIR SYSTEM	AIR SYSTEMS CONTROL AIR SYSTEM-ALIGNING FOR OPERATION AND SECURING
CAC	EOP		CONTROL AIR COMPRESSOR	AIR SYSTEMS CONTROL AIR COMPRESSOR; MOTOR-DRIVEN
CACS	EOP		CSL:AUX CONT STIMULATOP P/U	CONSOLE CONSOLE-AUXILIARY CONTROL SIMULATOR
CAF	EOP		CONSOLE FUEL CONT ALIGN TST	CONSOLE CONSOLE FUEL CONTROL
CAIA	EOP		ANTI-ICING AIR: START SECUR	CONSOLE CONSOLE-ANTI-ICING AIR-STARTING AND SECURING
CAIS	EOP		CONSOLE-ANTI-ICE SYSTEM	CONSOLE CONSOLE-ANTI-ICE SYSTEM-PLACING IN OPERATION, OPERATING AND SECURING
CAMDS	EOP		CONSOLE-PROPULSION DIESEL:	CONSOLE CONSOLE-PROPULSION DIESEL-[AUTOMATIC MODE]
CAMS	EOP		CONSOLE: START PROP TURB AUTO	CONSOLE CONSOLE-STARTING PROPULSION TURBINE IN AUTOMATIC MODE AND OPERATING
CAPU	EOP		CONSOLE (APU)	AUXILIARY PROPULSION UNIT CONSOLE-AUXILIARY PROPULSION UNIT
CASF	EOCC		GAS TURBINE COOLING AIR FAIL	MAIN ENGINE CASUALTIES GAS TURBINE COOLING AIR SYSTEM FAILURE
CASMD	EOCC		CONSOLE-PROPULSION DIESEL:	CONSOLE CONSOLE-PROPULSION DIESEL-STOPPING AUTOMATIC MODE CCS THROTTLE CONTROL/SCC THROTTLE CONTROL]
CASSDG	EOCC		CONSOLE:SSDG ALIGNMENT	CONSOLE CONSOLE: SHIP SERVICE DIESEL GENERATOR ALIGNMENT
CAST	EOCC		CONSOLE SELF TEST	CONSOLE CONSOLE SELF TEST
CASV	EOP		CONT AIR: VALIDATING	AIR SYSTEMS CONTROL AIR SYSTEM-VALIDATING SYSTEM ALIGNMENT

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CAUXLO	EOP		AUX/LINE BEARING LO PUMP	LUBE OIL SYSTEMS AUXILIARY/LINE BEARING LUBE OIL PUMP
CBA	EOP		CLUTCH AND SHAFT BRAKE AIR:	AIR SYSTEMS CLUTCH AND SHAFT BRAKE AIR
CBAA	EOP		CONSOLE-BLEED AIR CONT SYS	CONSOLE CONSOLE-BLEED AIR CONTROL SYSTEM
CBAM	EOP		CONSOLE-BLEED AIR CONT SYS	CONSOLE CONSOLE-BLEED AIR CONTROL SYSTEM
CBAS	EOP		CONSOLE-BLEED AIR START:ALIGN	CONSOLE CONSOLE-BLEED AIR START
CBC	EOP		CLEAN BALLAST COOLING SYSTEM	CLEAN BALLAST SYSTEMS CLEAN BALLAST COOLING SYSTEM
CBDB	EOP		CONSOLE-BALLAST DRY DOCK(BUR)	CONSOLE CONSOLE-BALLASTING DRY DOCK (BURDENED)
CBDL	EOP		CONSOLE (AUTO PROP SYS)	CONSOLE CONSOLE (AUTOMATIC PROPULSION SYSTEM)
CBDS	EOP		CSL BILGE DRN SYS PMP OVBD	CONSOLE CONSOLE-BILGE DRAINAGE SYSTEM
CBDU	EOP		CONSOLE-BALLAST DRY DOCK/UNBUR	CONSOLE CONSOLE-BALLASTING DRY DOCK (UNBURDENED)
CBML	EOP		CONSOLE: BUBBLE MEMORY LOADING	CONSOLE CONSOLE-BUBBLE MEMORY LOADING
CCCS	EOP		CONSOLE (APS) CLOCK SETTING	CONSOLE CONSOLE-(AUTOMATIC PROPULSION SYSTEM) REAL TIME CLOCK AND CALENDAR
CCD	EOP		CSL FUEL CONTROL: DEFUELING	CONSOLE CONSOLE FUEL CONTROL-DEFUELING
CCET	FOSS		CONSOLE,ENERGIZ,TEST & SECURE	CONSOLE LIQUID CARGO CONSOLE, ENERGIZING, TESTING, AND SECURING
CCFG	FOSS		CLASS CHARLIE FIRE IN GEN	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN GENERATOR
CCFLB	EOCC		CLASS C FIRE LOAD BANK	LAND BASED TEST SITE CLASS C FIRE LOAD BANK
CCFPG	EOCC		CLASS C FIRE IN PRPLN GEN	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN MAIN PROPULSION DIESEL GENERATOR
CCFPM	EOCC		CLASS C FIRE IN MN PRPLN MTR	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN MAIN PROPULSION MOTOR
CCFPS	EOCC		CLASS C FIRE IN PRPLN SWBD	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN MAIN PROPULSION SWITCHBOARD

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CCFS	EOCC		CLASS C FIRE IN SWITCHBOARD	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN SWITCHBOARD
CCI	SDOSS		COMMINUTOR BECOMES INOPERABLE	SEWAGE DISPOSAL SYSTEM CASUALTIES CENTRAL CONTROL, COMMINUTOR BECOMES INOPERABLE
CCOSAL	EOP		SHIFT BLR FROM CENTRL TO LOCAL	CONSOLE SHIFTING BOILER FROM CENTRAL AUTOMATIC TO LOCAL AUTOMATIC
CCOSLA	EOP		SHIFT BLR LOCAL AUTO TO CENTRL	CONSOLE SHIFTING BOILER FROM LOCAL AUTOMATIC TO CENTRAL AUTOMATIC
CCRS-A	EOP		COLD CATAPULT TO READY STATUS	CATAPULT ALIGN AND PLACE COLD CATAPULT TO READY STATUS
CCRS-B	EOP		COLD CATAPULT TO READY STATUS	CATAPULT ALIGN AND PLACE COLD CATAPULT TO READY STATUS
CCW	EOP		CASUALTY RESPONSE: LOSS OF CW	FRESHWATER SYSTEMS LOSS OF CHILLED WATER
CDBT	EOP		CONSOLE: ALI DIESEL GEN	CONSOLE CONSOLE - ALIGNING DIESEL GENERATOR FOR BOW THRUSTER
CDCS	EOP		CONSOLE, DAM CONTROL SYS (DCS)	CONSOLE CONSOLE, DAMAGE CONTROL SYSTEM (DCS)
CDD	EOP		DEMAND DISPLAY DIRECTORY	CONSOLE DEMAND DISPLAY DIRECTORY CHART
CDDB	EOP		CONSOLE-DEBALL DRY DOCK (BUR)	CONSOLE CONSOLE-DEBALLASTING DRY DOCK (BURDENED)
CDDU	EOP		CONSOLE-DEBALL DRY DOCK(UNBUR)	CONSOLE CONSOLE-DEBALLASTING DRY DOCK (UNBURDENED)
CDFS	EOP		SSDG: SHIFT LOAD SHIP TO SHORE	SWITCHBOARD PROCEDURES SHIP SERVICE DIESEL GENERATOR-SHIFTING ELECTRICAL LOAD FROM SHIP TO SHORE POWER
CDPP	FOSS		CARGO OIL PUMP PRIMING	CARGO OIL SYSTEMS CARGO OIL PUMP PRIMING
CDS	EOP		CARBON DIOXIDE SYSTEM:	LAND BASED TEST SITE CARBON DIOXIDE SYSTEM
CDSL	EOCC		CARBON DIOXIDE SYSTEM LEAK	LAND BASED TEST SITE CARBON DIOXIDE SYSTEM LEAK
CDSP	EOP		START PARALLEL AUTO, PERM &APD	CONSOLE CONSOLE-ELECTRICAL CONTROL
CDST	FOSS		CARGO OIL STRIPPING SYSTEM	CARGO OIL SYSTEMS CARGO OIL STRIPPING SYSTEM
CDTGT	EOP		CONSOLE:TRNSFR DIESEL TO GT	CONSOLE: TRANSFER FROM DIESEL TO GAS TURBINE
CDW	EOP		CASUALTY RESPONSE: LOSS OF WTR	LAND BASED TEST SITE LOSS OF DISTILLED WATER

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CEAO	EOP		CONSOLE-ELECTRICAL CONTROL	CONSOLE CONSOLE-ELECTRICAL CONTROL - ALIGNING FOR AUTOMATIC OPERATION
CEAP	EOP		CONSOLE-ELECTRICAL CONTROL	CONSOLE CONSOLE-ELECTRICAL CONTROL - ALIGNING FOR OPERATION, POWERING UP AND SECURING
CEAS	EOP		CONSOLE EMERG START	CONSOLE CONSOLE EMERGENCY START
CEFS	EOP		CONSOLE-ELECTRICAL CONTROL	CONSOLE CONSOLE-ELECTRICAL CONTROL - SHIFTING ELECTRICAL LOAD FROM SHIP TO SHORE POWER
CELR	EOP		CONSOLE-ELECTRICAL CONTROL	CONSOLE CONSOLE-ELECTRICAL CONTROL - TRANSFERRING CONTROL FROM LOCAL TO REMOTE
CEM	EOP		ELECTRO-MECHANICAL CRANE	ELECTRO-MECHANICAL CRANE
CEOT	EOP		CONSOLE: TESTING EOR TELEGR	CONSOLE CONSOLE-TESTING ENGINE ORDER TELEGRAPH & REMOTE THROTTLE CONTROL
CETS	EOP		CONSOLE-ELECTRICAL CONTROL	CONSOLE CONSOLE-ELECTRICAL CONTROL - SHIFTING ELECTRICAL LOAD FROM SHORE TO SHIP POWER
CEW	EOCC		CASUALTY RESPONSE:ELLIS & WATT	LAND BASED TEST SITE LOSS OF ELLIS & WATTS DEMINERALIZER WATER
CFD	AFOSS		CONTAMINATED FUEL DETECTOR	JP-5 SYSTEMS CONTAMINATED FUEL DETECTOR
CFDT	EOP		CSL-FIRE DET EXT OP TEST	CONSOLE CONSOLE - FIRE DETECTION AND EXTINGUISHING-OPERATIONAL TEST
CFEP	EOP		CARGO (JP-5)DFM FUEL EV PLAN	JP-5 SYSTEMS CARGO JP-5/DFM FUEL EVOLUTION PLAN
CFFP	EOP		CONSOLE-FIRE & FLUSH PUMP	CONSOLE CONSOLE-FIRE AND FLUSHING PUMP (AUXILIARY SECTION)
CFOP	EOP		CONSOLE: FUEL OIL PUMPS	CONSOLE CONSOLE - FUEL OIL PUMPS
CFP	EOP		CONSOLE, FIRE PUMP	CONSOLE CONSOLE, FIRE PUMP
CFSE	EOP		FREE STANDING ELECT ENCL	CONSOLE FREE STANDING ELECTRONIC ENCLOSURE
CFSP	EOP		CONSOLE-FO SERVICE PMP	CONSOLE CONSOLE-FUEL OIL SERVICE PUMP
CFSS	EOP		TRANSFER FO FM STOR TK SVC	CONSOLE CONSOLE-FUEL CONTROL - TRANSFERRING FUEL OIL FROM STORAGE TANKS TO SERVICE TANKS

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CFSTB	EOP		CONSOLE:FIN STABILIZER ALIGN	CONSOLE CONSOLE:FIN STABILIZER ALIGNMENT
CFT	AFOSS		CLEANING FUEL TANKS	JP-5 SYSTEMS CLEANING FUEL TANKS
CFTC	EOP		CONSOLE: CONTROL FO XFER	CONSOLE CONSOLE-FUEL CONTROL - TRANSFERRING CONTROL TO AND FROM "FSSC" TO FUEL OIL CONTROL STATION
CFTS	EOP		CARGO (JP-5)(ND) FUEL TK SOUND	JP-5 SYSTEMS CARGO (JP-5) (ND) FUEL TANKS-SOUNDING
CGTBT	EOP		CON MMGTG STRT & ALGN SEC BTOP	CONSOLE CONSOLE-MAGNETIC MINESWEEPING GAS TURBINE GENERATOR
CGTLL	EOP		CON MMGTG STRT ALGN LLPM OP SC	CONSOLE CONSOLE - MAGNETIC MINESWEEPING GAS TURBINE GENERATOR
CGTRG	EOP		GAS TURB RED GEAR LO PUMPS	LUBE OIL SYSTEMS GAS TURBINE REDUCTION GEAR LUBE OIL PUMPS
CGTTD	EOP		CONSOLE:TRNSFR GT TO DIESEL	CONSOLE:TRANSFER FROM GAS TURBINE TO DIESEL
CGTTDS	EOP		CONSOLE:START GT WITH DEAD SHF	CONSOLE:STARTUP OF GAS TURBINE WITH DEAD SHAFT
CGTWB	EOP		CONS-GAS TURBINE WATERBRAKE	CONSOLE CONSOLE-GAS TURBINE WATERBRAKE
CGTWBLOP	EOP		GAS TURB WTR BRK LO PUMPS	LUBE OIL SYSTEMS GAS TURBINE WATERBRAKE LUBE OIL PUMPS
CGTWBWP	EOP		GAS TURB WTR BRK WTR PMP	LAND BASED TEST SITE GAS TURBINE WATERBRAKE WATER PUMP NO. 4
CHAA	SDOSS		SEW CHT TK HG LEVL ALRM AT SEA	SEWAGE DISPOSAL SYSTEM CASUALTIES CENTRAL CONTROL, SEWAGE CHT TANK HIGH-LEVEL ALARM SOUNDS IN AT-SEA MODE
CHAI	SDOSS		SEW CHT TK HG LEVL ALM IN PORT	SEWAGE DISPOSAL SYSTEM CASUALTIES CENTRAL CONTROL, SEWAGE CHT TANK HIGH-LEVEL ALARM SOUNDS IN-PORT MODE
CHAT	SDOSS		SEW CHT TK HG LEVL ALRM TRANST	SEWAGE DISPOSAL SYSTEM CASUALTIES CENTRAL CONTROL, SEWAGE CHT TANK HIGH LEVEL ALARM SOUNDS IN TRANSIT MODE
CHPU	EOP		HPU(CONSOLE)	HYDRAULIC OIL SYSTEM HYDRAULIC POWER UNIT (CONSOLE)
CHRM	EOP		CONSOLE HALF RPM MODE	CONSOLE CONSOLE HALF RPM MODE
CHRS-A	EOP		HOT CATAPULT TO READY STATUS	CATAPULT ALIGN AND PLACE HOT CATAPULT TO READY STATUS

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CHRS-B	EOP		HOT CATAPULT TO READY STATUS	CATAPULT ALIGN AND PLACE HOT CATAPULT TO READY STATUS
CIB	EOP		CNSL: XFER CONTL PACC/PH	CONSOLE CONSOLE-INITIALIZING AND TRANSFERRING CONTROL BETWEEN PACC AND PILOTHOUSE
CIEC	EOP		INTEGRATED ELECTRONIC CNTRL	CONSOLE INTEGRATED ELECTRONIC CONTROL
CIL	EOP		CNSL: XFER CONTL PLCC/PACC	CONSOLE CONSOLE-INITIALIZING AND TRANSFERRING CONTROL BETWEEN PLCC AND PACC
CILM	EOP		CONSOLE XFER CONT MGT	CONSOLE CONSOLE-INITIALIZING AND TRANSFERRING CONTROL OF MAIN GAS TURBINE BETWEEN PLCC AND PACC
CISE	EOP		CENTRAL INFO SYS EQUIPMENT	CONSOLE CENTRAL INFORMATION SYSTEM EQUIPMENT
CIT	EOP		CHEMICAL INJECTION TANK	CHEMICAL INJECTION TANK
CIWS	EOP		CIWS-HANDLING SYSTEM	LAND BASED TEST SITE CLOSE-IN WEAPONS SYSTEM:HANDLING SYSTEM
CJFTC	EOP		CARGO (JP-5)(ND) FUEL TANK CLN	JP-5 SYSTEMS CARGO (JP-5) (ND) FUEL TANK, CLEANING
CJP	EOP		FUELING AND DEFUELING AIRCRAFT	JP-5 SYSTEMS FUELING AND DEFUELING AIRCRAFT
CJPP	FOSS		CARGO JP-5 PUMP PRIMING	CARGO JP-5 SYSTEMS CARGO JP-5 PUMP PRIMING
CJSP	FOSS		CARGO JP-5 STRIPPING PUMP	CARGO JP-5 SYSTEMS CARGO JP-5 STRIPPING PUMP
CJST	FOSS		JP-5 STRIPPING SYSTEM	CARGO JP-5 SYSTEMS JP-5 STRIPPING SYSTEM
CLLI	EOP		CARGO LIQUID LOADING INSTR	CARGO LIQUID LOADING INSTRUCTIONS
CLLM	EOP		CON LLPM: START, OPER & STOP	CONSOLE CONSOLE - LIGHT LOAD PROPULSION MOTOR
CLLPD	EOP		CON PC SHFT LLPM MD TO MPDE MD	CONSOLE CONSOLE - PROPULSION CONTROL- SHIFTING FROM LIGHT LOAD PROPULSION MOTOR MODE TO MAIN PROPULSION DIESEL ENGINE MODE
CLOA	EOP		CONSOLE-MAIN LUBE OIL PUMPS	CONSOLE CONSOLE-MAIN LUBE OIL PUMPS (PROPULSION SECTION)-TESTING AUTOMATIC START FEATURES
CLOP	EOP		CONSOLE: MAIN LUBE OIL PUMPS	CONSOLE CONSOLE-MAIN LUBE OIL PUMPS

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CLSA	FOSS		CARGO LINE SAMPLING	PROCEDURES FOR CARGO FAS AND RAS STATIONS CARGO LINE SAMPLING
CLTL-A	EOP		SECURE CATPLT LONG TERM LAYUP	CATAPULT SECURE CATAPULT TO LONG TERM LAYUP (COLD)
CLTL-B	EOP		SECURE CATPLT LONG TERM LAYUP	CATAPULT SECURE CATAPULT TO LONG TERM LAYUP (COLD)
CMAS	EOP		CONSOLE-PROP TURB STOP AUTO	CONSOLE CONSOLE-PROPULSION TURBINE- STOPPING IN AUTOMATIC MODE
CMC	EOP		CONSOLE-MAIN CONDENSATE PMP	CONSOLE CONSOLE-MAIN CONDENSATE PUMP (PROPULSION SECTION)
CMCC	EOP		CONSOLE-MAIN CIRC PUMP	CONSOLE CONSOLE-MAIN CIRCULATING PUMP (PROPULSION SECTION)
CMCP	EOP		CISE MONITOR & CONT PANEL	CONSOLE CISE MONITOR AND CONTROL PANEL CALENDAR CLOCK
CMDS	EOP		CONSOLE-PROPULSION DIESEL	CONSOLE CONSOLE-PROPULSION DIESEL-MANUAL MODE
CMEA	EOP		CONSOLE-MAIN ENGINE: ALIGNING	CONSOLE CONSOLE-MAIN ENGINE-ALIGNING
CMFB	EOP		CONSOLE-MAIN FEED BSTR PMP	CONSOLE CONSOLE-MAIN FEED BOOSTER PUMP (COMBUSTION CONTROL SECTION)
CMFP	EOP		CONSOLE-MAIN FEED PUMP	CONSOLE CONSOLE-MAIN FEED PUMP, TURBINE DRIVEN (PROPULSION SECTION)
CMFPG	EOP		CNSL PROP MTR FUEL PURGE	CONSOLE CONSOLE-PROPULSION TURBINE MOTOR AND FUEL PURGE
CMLR	EOP		ALIG CAT LAYUP RESTOR TO READY	CATAPULT ALIGN CATAPULT FOR MAINTENANCE LAYUP AND RESTORE CATAPULT TO READY STATUS
CMLR-A	EOP		OPER TO MAIN AND REST TO OPER	CATAPULT PLACE OPERATING CATAPULT IN MAINTENANCE LAYUP AND RESTORE CATAPULT TO OPERATING STATUS
CMLR-B	EOP		OPER TO MAIN AND REST TO OPER	CATAPULT PLACE OPERATING CATAPULT IN MAINTENANCE LAYUP AND RESTORE CATAPULT TO OPERATING STATUS
CMPDS	EOP		CMPD: STARTING AND OPERATING	CONSOLE CONSOLE MAIN PROPULSION DIESEL-PROGRAM CONTROL MODE
CMS	EOP		CONSOLE-PROP TURB:START MANUAL	CONSOLE CONSOLE-PROPULSION TURBINE-MANUAL MODE
CMSI	EOP		CONSOLE-PROP TURB:START MAN IN	CONSOLE CONSOLE-PROPULSION TURBINE-MANUAL INITIATE MODE
CMTS	EOP		CONSOLE-MAIN ENGINE: TESTING	CONSOLE CONSOLE-MAIN ENGINE-TESTING

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CMVP	EOP		MN VAC PMP; STRT SHFT STOP	MAIN ENGINE MAIN VACUUM PUMPS
CNS	EOP		CASUALTY RESPONSE: LEAK IN NS	LAND BASED TEST SITE LEAK IN NITROGEN SYSTEM
COAM	EOP		CONSOLE: SHIFTING ABC	CONSOLE CONSOLE-SHIFTING AUTOMATIC BOILER CONTROLS (ABC) FROM AUTOMATIC TO REMOTE MANUAL
COCP	FOSS		CARGO OIL PMP,TURBINE DRIVEN	CARGO OIL SYSTEMS CARGO OIL PUMP, TURBINE DRIVEN (PUMP END)
CODR	FOSS		CONSOLE OPERATOR	CONSOLE CONSOLE OPERATOR
COLO	FOSS		CONSOLE: OPN DURING LT OFF	CONSOLE CONSOLE-CONSOLE OPERATION DURING LIGHTOFF AND RAISING STEAM
COMA	EOP		CONSOLE: SHIFTING ABC	CONSOLE CONSOLE- SHIFTING AUTOMATIC BOILER CONTROLS (ABC) FROM REMOTE MANUAL TO AUTOMATIC
CONO	EOP		CONSOLE-BALLAST/DEBALLAST	CONSOLE BALLAST/DEBALLST CONSOLE-BALLASTING/DEBALLASTING
CONS	EOP		CONSOLE-PERFORMING COLD CHECKS	CONSOLE BALLAST/DEBALLST CONSOLE-PERFORMING COLD CHECKS
COPT	FOSS		CARGO OIL PMP TURBINE DRIVEN	CARGO OIL SYSTEMS CARGO OIL PUMP TURBINE DRIVEN (TURBINE END)
CORM	EOP		CONSOLE: ALIGN FOR REM OPN	CONSOLE CONSOLE- ALIGNING FOR REMOTE MANUAL OPERATION, INITIAL ALIGNMENT
CORP	EOP		CON PC MD OP RMT MAN CONT XFER	CONSOLE CONSOLE - PROPULSION CONTROL MODE-OPERATING IN REMOTE MANUAL, PROGRAMMED CONTROL AND TRANSFERRING
CORT	EOP		CNSL: ADJ RATIO FUEL/AIR RELAY	CONSOLE CONSOLE- ADJUSTING THE RATIO SETTING OF THE FUEL/AIR RATIO RELAY [TRIM]
COS	EOP		CONSOLE: SECURING	CONSOLE CONSOLE-SECURING
COSAL	EOP		SHIFT BLR CENTRL AUTO TO LOCAL	CONSOLE SHIFTING BOILER FROM CENTRAL AUTOMATIC TO LOCAL AUTOMATIC
COSF	EOP		CNSL: OPS BOILER SECURING	CONSOLE CONSOLE-OPERATION DURING BOILER SECURING
COSLA	EOP		SHIFT BLR LOCAL AUTO TO CENTRL	CONSOLE SHIFTING BOILER FROM LOCAL AUTOMATIC TO CENTRAL AUTOMATIC
COSM	EOP		CON PPLN DSL OP & STOP MAN MD	CONSOLE CONSOLE-PROPULSION DIESEL-OPERATING AND STOPPING MANUAL MODE

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
COSP	FOSS		CARGO OIL STRIPPING PUMP	CARGO OIL SYSTEMS CARGO OIL STRIPPING PUMP
COT	EOP		CNSL: OVERSPEED TRIP TEST	CONSOLE CONSOLE-OVERSPEED TRIP TESTING
CPCL	EOP		CATAPULT PRELIGHTOFF CKLIST	CATAPULT CATAPULT PRELIGHTOFF CHECKLIST
CPDLL	EOP		CON PC SHFT MPDE MD TO LLPM MD	CONSOLE CONSOLE - PROPULSION CONTROL-SHIFTING FROM MAIN PROPULSION DIESEL ENGINE MODE TO LIGHT LOAD PROPULSION MOTOR MODE
CPDMS	EOP		CON PPLN DSL STOP MAN/REM MAN	CONSOLE CONSOLE-PROPULSION DIESEL-STOPPING MANUAL MODE OR STOPPING REMOTE MANUAL MODE
CPI	SDOSS		CHT PMP,INOP, SEA TRNST PORT	SEWAGE DISPOSAL SYSTEM CASUALTIES CENTRAL CONTROL, CHT PUMP(S) BECOME INOPERABLE (AT-SEA, IN-TRANSIT, OR IN-PORT)
CPIA	EOP		CONSOLE: PROP ALIGN	CONSOLE CONSOLE-(PROPULSION SECTION) ALIGNING (INITIAL ALIGNMENT)
CPM	EOP		CIRCULATE PMP (MOTOR-DRIVEN)	FIREMAIN SYSTEM CIRCULATING PUMP (MOTOR-DRIVEN)
CPMA	EOP		CONSOLE MASKER AIR SYSTEM	CONSOLE CONSOLE-PRAIRIE AND MASKER AIR SYSTEM
CPPC	EOP		CONSOLE: PROP PITCH CONTR PUMP	CONSOLE CONSOLE-PROPELLER PITCH CONTROL PUMP
CPPT	EOP		CONSOLE-PROP PITCH CONTR TEST	CONSOLE CONSOLE-PROPELLER PITCH CONTROL; TESTING
CPSA	EOP		CONSOLE: PROP PRE-START	CONSOLE CONSOLE-PROPULSION PRE-START INITIAL ALIGNMENT
CPSE	EOP		CONSOLE-PSE: POWER UP AND DOWN	CONSOLE CONSOLE-POWER SUPPLY ENCLOSURE (PSE)
CPTM	EOP		CONSOLE: PROP TURB MOTOR	CONSOLE CONSOLE-PROPULSION TURBINE MOTORING
CPW	EOP		CASUALTY RESPONSE: LOSS OF POW	FRESHWATER SYSTEMS LOSS OF POTABLE WATER
CR	EOP		FUEL CONTROL REFUELING	CONSOLE CONSOLE FUEL CONTROL-REFUELING
CRBD	FOSS		BLOWDOWN OF CARGO HOSES	PROCEDURES FOR CARGO FAS AND RAS STATIONS BLOWDOWN OF CARGO HOSES
CRDR	FOSS		CO2 ROOM OPERATOR: DUTIES	MOGAS SYSTEMS CO2 ROOM OPERATOR-DUTIES AND RESPONSIBILITIES WHEN HANDLING MOGAS

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CRPT	EOP		CONSOLE-REM MAN PRGM MODE	CONSOLE CONSOLE-REMOTE MANUAL PROGRAMMED MODE
CSA	EOP		CONSOLE SCREEN ALIGNING	CONSOLE PROCEDURES FOR ALIGNING AND TESTING CONSOLE SCREEN ALIGNING
CSAC	EOP		CSL-AIR CPRSR START/STOP	CONSOLE CONSOLE-STARTING AIR COMPRESSOR
CSACS	CFOSS		JP-5/DFM SYS:ALIGN FOR CON&SEC	JP-5 SYSTEMS CARGO JP-5/DFM SYSTEM-ALIGNING FOR CONSOLIDATION AND SECURING
CSADC	CFOSS		JP5/DFM SYS:ALIGN TO CONTAM TK	JP-5 SYSTEMS CARGO JP-5/DFM SYSTEM-ALIGNING TO DESIGNATED CONTAMINATED TANK
CSAI	CFOSS		CONSOLE-STOP SP AUTO-INIT	CONSOLE CONSOLE STOP TO SPLIT PLANT AUTO INITIATE
CSAO	EOP		CONSOLE-ELECTRICAL CONTROL	CONSOLE CONSOLE-ELECTRICAL CONTROL-ALIGNING STANDBY GENERATOR FOR AUTOMATIC START AND TRANSFER AND SECURING
CSAT	EOP		CONSOLE SCREEN NO1 ALIGN TEST	CONSOLE PROCEDURES FOR ALIGNING AND TESTING CONSOLE SCREEN NO. 1 ALIGNING AND TESTING
CSATJ	CFOSS		JP-5/DFM SYS:TRANSF SHIP TKS	JP-5 SYSTEMS CARGO JP-5/DFM SYSTEM-ALIGNING FOR TRANSFERING TO SHIP'S TANKS AND SECURING
CSBB	CFOSS		CONSOLE-ELECTRICAL CONTROL	CONSOLE CONSOLE-ELECTRICAL CONTROL-PARALLELING BUS TO BUS TIE
CSBS	EOP		SPLIT BOW CATPLTS SUPPORT SYS	CATAPULT SPLIT BOW CATAPULTS SUPPORT SYSTEMS
CSBWS	EOP		SPLIT BOW TO WAIST CATPLTS SYS	CATAPULT SPLIT BOW TO WAIST CATAPULTS SUPPORT SYSTEMS
CSC	EOP		CONSOLE-SHIP CONTROL	CONSOLE CONSOLE-SHIP CONTROL
CSCI	SDOSS		SEW CHT SYS COMP BECOMES INOP	SEWAGE DISPOSAL SYSTEM CASUALTIES CENTRAL CONTROL, SEWAGE CHT SYSTEM COMPONENT BECOMES INOPERABLE
CSD	SDOSS		CARGO (JP-5)(ND) STATUS DIAG	JP-5 SYSTEMS CARGO (JP-5) (ND) STATUS DIAGRAM
CSDA	EOP		CONSOLE:(MCC)/(SCC)	CONSOLE MAIN CONTROL CONSOLE(MCC)/SHIP CONTROL CONSOLE(SCC)
CSEL	EOP		CON-ELEC CTL:STRT,SHFT ELEC LD	CONSOLE CONSOLE-ELECTRICAL CONTROL-STARTING, SHIFTING ELECTRICAL LOAD FROM SHORE TO SHIP POWER
CSFA	SDOSS		CHT SYS PMP,SUMP,SPC, AT SEA	SEWAGE DISPOSAL SYSTEM CASUALTIES CENTRAL CONTROL, CHT SYSTEM PUMP OR COMMINUTOR CONTAINMENT COAMING, SUMP, OR SPACE FLOODING ALARM ACTIVATES AT-SEA

APPENDIX F

Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CSFD	EOP		CONSOLE: PORT USE FAN TO FD	CONSOLE CONSOLE (EOS)
CSFI	SDOSS		CHT SYS PMP,SUMP,SPC IN-PORT	SEWAGE DISPOSAL SYSTEM CASUALTIES CENTRAL CONTROL, CHT SYSTEM PUMP OR COMMINUTOR CONTAINMENT COAMING, SUMP, OR SPACE FLOODING ALARM ACTIVATES IN-PORT
CSFS	SDOSS		CONSOLE-PROPULSION TURBINE	CONSOLE CONSOLE-PROPULSION TURBINE-SHIFTING FROM FULL POWER TO SPLIT PLANT OPERATION (AUTO INITIATE MODE)
CSFT	SDOSS		CHT SYS PMP,SUMP,SPC IN TRANST	SEWAGE DISPOSAL SYSTEM CASUALTIES CENTRAL CONTROL, CHT SYSTEM PUMP OR COMMINUTOR CONTAINMENT COAMING, SUMP, OR SPACE FLOODING ALARM ACTIVATES IN TRANSIT
CSG	EOP		CONSOLE-STEERING GEAR	STEERING SYSTEMS CONSOLE-STEERING GEAR
CSM	EOP		CONSOLE-PROP TURB STOP MANUAL	CONSOLE CONSOLE-PROPULSION TURBINE-STOPPING IN MANUAL MODE
CSMA	EOP		CNSL-PROP TURB STOP AUTO 1	CONSOLE CONSOLE-PROPULSION TURBINE-STOPPING FROM SPLIT PLANT OR FULL POWER (AUTO INITIATE MODE)
CSMCY	CFOSS		CLOSURES:SETTING YOKE	MOGAS SYSTEMS CLOSURES - SETTING MATERIAL CONDITION YOKE
CSMD	EOP		CONSOLE-PROPULSION DIESEL:	CONSOLE CONSOLE-PROPULSION DIESEL - STOPPING MANUAL MODE [CCS THROTTLE CONTROL/SCC THROTTLE CONTROL]
CSMI	EOP		CONSOLE-PROP TURB:STOP MAN INI	CONSOLE CONSOLE-PROPULSION TURBINE-STOPPING IN MANUAL INITIATE MODE
CSP	AFOSS		CONTAM SAMPLING PUMP 172-173	JP-5 SYSTEMS CONTAMINATED SAMPLING PUMP 172-173
CSPG	EOP		CONSOLE-ELECTRICAL CONTROL	CONSOLE CONSOLE-ELECTRICAL CONTROL - PARALLELING AND OPERATING
CSPM	EOP		CONSOLE (APS) SHIFT PLANT	CONSOLE CONSOLE (AUTOMATIC PROPULSION SYSTEM) SHIFTING PLANT MODE
CSRL	EOP		CONSOLE-ELECTRICAL CONTROL	CONSOLE CONSOLE-ELECTRICAL CONTROL - REMOVING ELECTRICAL LOAD
CSSF	EOP		CNSL: SPLT FP AUTO 1	CONSOLE CONSOLE-PROPULSION TURBINE - SHIFTING FROM SPLIT PLANT OPERATION TO FULL POWER OPERATION (AUTO INITIATE MODE)
CSSP	EOP		CON-ELECT CONT: STRT,PARL,OPER	CONSOLE CONSOLE-ELECTRICAL CONTROL-STARTING, PARALLELING, OPERATING
CSSS	EOP		CONSOLE-PROP TURB: SHIFT SPLIT	CONSOLE CONSOLE-PROPULSION TURBINE-SHIFTING SPLIT PLANT TO SPLIT PLANT (AUTO INITIATE MODE)

APPENDIX F

Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CSTL-A	EOP		SECURE CATPLT SHORT TERM LAYUP	CATAPULT SECURE CATAPULT TO SHORT TERM LAYUP (HOT)
CSTL-B	EOP		SECURE CATPLT SHORT TERM LAYUP	CATAPULT SECURE CATAPULT TO SHORT TERM LAYUP (HOT)
CSTLOP	EOP		CONSOLE STM TURB LO PUMP	CONSOLE CONSOLE STEAM TURBINE LUBE OIL PUMP
CSTRG	EOP	I	STM TURB RED GEAR LO PUMPS	LUBE OIL SYSTEMS STEAM TURBINE REDUCTION GEAR LUBE OIL PUMPS
CSTS	EOP		START,SHIFT SHORE TO SHIP	CONSOLE CONSOLE-ELECTRICAL CONTROL
CSTWB	EOP		CONS-STEAM TURBINE WATERBRAKE	WATER BRAKE SYSTEM CONSOLE-STEAM TURBINE WATERBRAKE
CSTWBLOP	SDOSS	I	STM TURB WTR BRK #3 LO PUMPS	WATER BRAKE SYSTEM STEAM TURBINE WATERBRAKE NO 3 LUBE OIL PUMPS
CSTWBWP	SDOSS	I	STM TURB WTR BRK WTR PMPS 2 &3	WATER BRAKE SYSTEM STEAM TURBINE WATERBRAKE WATER PUMPS NO. 2 AND 3
CSVI	SDOSS		SEW CHT SYS VALVE BECOMES INOP	SEWAGE DISPOSAL SYSTEM CASUALTIES CENTRAL CONTROL, SEWAGE CHT SYSTEM VALVE BECOMES INOPERABLE
CSWBS	EOP		SPLIT WAIST TO BOW CATAPULTS	CATAPULT SPLIT WAIST TO BOW CATAPULTS SUPPORT SYSTEMS
CSWP	EOP		CONSOLE: SEAWATER SERV PUMPS	CONSOLE CONSOLE-SEAWATER SERVICE PUMPS
CSWS	EOP		SPLIT WAIST CATPLTS SUPPRT SYS	CATAPULT SPLIT WAIST CATAPULTS SUPPORT SYSTEMS
CTAI	EOP		CONSOLE: TEST ALARM AND IND	CONSOLE CONSOLE - TESTING ALARM AND STATUS INDICATORS
CTB	EOP		CONSOLE: XFR CONT PCC & SCC	CONSOLE CONSOLE - TRANSFERRING CONTROL BETWEEN PCC AND SCC
CTC	EOP		CONSOLE: TRANSFERRING CONT	CONSOLE CONSOLE - TRANSFERRING CONTROL
CTCA	EOP		CONSOLE (APS) CARDS & ALARM	CONSOLE CONSOLE - {AUTOMATIC PROPULSION SYSTEM} ANNUNCIATOR CARDS AND ALARMS
CTCC	EOP		CONSOLE: TEST CKT CARDS	CONSOLE CONSOLE - TESTING CIRCUIT CARDS
CTCH	FOSS		CARGO OIL TK CLEAN HEAT & DR	TANK CLEANING SYSTEMS CARGO OIL TANK CLEANING HEATER AND DRAIN COOLER
CTCS	FOSS		CARGO OIL TK & JP-5 TK SYS	TANK CLEANING SYSTEMS CARGO OIL TANK AND CARGO JP-5 TANK CLEANING SYSTEM
CTGA	EOP		SHIP SERVICE TURBOGENERATOR	GENERATOR SHIP SERVICE TURBOGENERATOR (AUXILIARY SECTION)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CTGS	EOP		START SSG,SHIFT SHORE TO SHIP	CONSOLE CONSOLE-ELECTRICAL CONTROL-STARTING SHIP SERVICE GENERATORS AND SHIFTING ELECTRICAL LOAD FROM SHORE TO SHIP POWER
CTHB	EOP		CATAPULT TROUGH HEATERS BOILER	CATAPULT CATAPULT TROUGH HEATERS (BOILER)
CTHR	EOP		CATAPULT TROUGH HTRS (REACTOR)	CATAPULT CATAPULT TROUGH HEATERS (REACTOR)
CTHS	EOP		CATAPULT TROUGH HEATERS(SHORE)	CATAPULT CATAPULT TROUGH HEATERS (SHORE)
CTL	EOP		CONSOLE: TRANSFER CONTROL	CONSOLE CONSOLE - TRANSFERRING CONTROL
CTLO	EOP		CONSOLE (APS) LO LP TEST	CONSOLE CONSOLE - (AUTOMATIC PROPULSION SYSTEM) LUBE OIL LOW-PRESSURE OVERRIDE
CTM	EOP		CONSOLE-MAINE ENGINE:TROLLING	CONSOLE CONSOLE-MAIN ENGINE:TROLLING MODE
CTPM	FOSS		CARGO OIL XFER PMP,MOTOR DRIVN	CARGO OIL SYSTEMS CARGO OIL TRANSFER PUMP, MOTOR DRIVEN
CTRM	FOSS		CONSOLE: TESTING ABC	CONSOLE CONSOLE - TESTING AUTOMATIC BOILER CONTROLS (ABC) IN REMOTE MANUAL AND AUTOMATIC
CTSA	FOSS		CARGO JP-5/DFM FUEL TK SAMPLE	JP-5 SYSTEMS CARGO (JP-5)/DFM TANKS-SAMPLING
CTTC	FOSS		CONSOLE: XFR THROTTLE CONT	CONSOLE CONSOLE - TRANSFERRING THROTTLE CONTROL
CTTG	FOSS		TANK GAUGING	PROCEDURES FOR CARGO FAS AND RAS STATIONS TANK GAUGING
CTTS	FOSS		TANK SAMPLING	PROCEDURES FOR CARGO FAS AND RAS STATIONS TANK SAMPLING
CUEC	EOP		UNIVERSAL ENGINE CONTROLLER	LAND BASED TEST SITE UNIVERSAL ENGINE CONTROLLER
CVH	EOP		XFER CONTROL HELM STEER & VMS	CONSOLE TRANSFER CONTROL BETWEEN HELM STEERING AND VMS
CVSC	EOP		CATAPULT VALVE STATUS CHART	DIAGRAMS, CHARTS AND TABLES CATAPULT VALVE STATUS CHART
CW	EOP		CHILLED WATER(15 TON ENT SIDE)	AIR CONDITIONING SYSTEMS CHILLED WATER (15 TON ENTRANCE SIDE)
CWB	EOP		CONSOLE-WATER BRAKE	LAND BASED TEST SITE CONSOLE-WATERBRAKE
CWC	EOCC		CASUALTY RESPONSE:CHILLED WATR	LAND BASED TEST SITE LOSS OF CHILLED WATER

APPENDIX F

Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
CWLA	EOP		ACCUM WTR LVL VIS/AUD ALARMS	CATAPULT ACCUMULATOR WATER LEVEL VISUAL/AUDIBLE ALARMS
CWLI	EOP		ACCUM WTR LVL IND	CATAPULT ACCUMULATOR WATER LEVEL INDICATOR
CWPM	EOP		CHILLED WATER PMP-MOTOR DRIVEN	AIR CONDITIONING SYSTEMS CHILLED WATER PUMP-MOTOR DRIVEN
CWS	EOP		COOLING WATER SYSTEM:	COOLING WATER SYSTEMS COOLING WATER SYSTEM
CWSA	EOP		CHILLED WATER SYSTEM	AIR CONDITIONING SYSTEMS CHILLED WATER SYSTEM ALIGNMENT-SINGLE PLANT OPERATION CONNECTED AND SPLIT PLANT OPERATION
CWSS	EOP		CHILL WATER SYS: SEGREGATION	COMBAT SUPPORT SYSTEMS CHILL WATER SYSTEM: SYSTEM SEGREGATION
CWSV	EOP		CHILLED WATER SYSTEM VALIDATE	AIR CONDITIONING SYSTEMS CHILLED WATER SYSTEM - VALIDATING SYSTEM ALIGNMENT
CWWS	EOP		CONSOLE-PROP TURB WATER WAS	CONSOLE CONSOLE-PROPULSION TURBINE WATER WASH
CXBS	EOP		X-CONNECT BOW CATPLTS SUPPORT	CATAPULT CROSS-CONNECT BOW CATAPULTS SUPPORT SYSTEMS
CXBWS	EOP		X-CONNECT BOW TO WAIST CATPLTS	CATAPULT CROSS-CONNECT BOW TO WAIST CATAPULTS SUPPORT SYSTEMS
CXIM	EOP		CONSOLE:TRANS MAIN TO THROTTLE	CONSOLE CONSOLE-TRANSFER CONTROL MAIN TO THROTTLE
CXIT	EOP		CONSOLE:TRANS THROTTLE TO MAIN	CONSOLE CONSOLE-TRANSFER CONTROL THROTTLE TO MAIN
CXML	EOP		CONSOLE: TRANSFER MANAGEMENT	CONSOLE CONSOLE-TRANSFER CONTROL MANAGEMENT
CXWBS	EOP		CROSS X WAIST TO BOW CATAPULTS	CATAPULT CROSS-CONNECT WAIST TO BOW CATAPULTS SUPPORT SYSTEMS
CXWS	EOP		X-CONNECT WAIST CATPLTS SUPT	CATAPULT CROSS-CONNECT WAIST CATAPULTS SUPPORT SYSTEMS
D100	EOP		DIAG 100 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 100 PSI AUXILIARY STEAM SYSTEM
D1200	EOP		DIAG 1200 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 1200 PSI AUXILIARY STEAM SYSTEM
D125	EOP		DIAG FOR 125 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 125 PSI AUXILIARY STEAM SYSTEM
D135	EOP		DIAG 135 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 135 PSI AUXILIARY STEAM SYSTEM
D150	EOP		DIAG 150 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 150 PSI AUXILIARY STEAM SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
D180	EOP		DIAG 180 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 180 PSI AUXILIARY STEAM SYSTEM
D200	EOP		DIAG FOR 200 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 200 PSI AUXILIARY STEAM SYSTEM
D275	EOP		DIAG 275 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 275 PSI AUXILIARY STEAM SYSTEM
D40	EOP		DIAG 40 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 40 PSI AUXILIARY STEAM SYSTEM
D400	EOP		DIAG 400 PSI AUX STEAM SYSTEM	STEAM SYSTEMS DIAGRAM FOR 400 PSI AUXILIARY STEAM SYSTEM
D440	EOP		DIAG FOR 440 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 440 PSI AUXILIARY STEAM SYSTEM
D600	EOP		DIAG 600 PSI AUX STEAM SYS	STEAM SYSTEMS DIAGRAM FOR 600 PSI AUXILIARY STEAM SYSTEM
DA	AFOSS		SERV STAT: DEFUELING AIRCRAFT	JP-5 SYSTEMS SERVICE STATIONS-DEFUELING AIRCRAFT
DABP	EOP		DIAG ALIGN BALLAST PUMP	DEBALLAST SYSTEMS DIAGRAM FOR ALIGNING CLEAN BALLAST PUMPS
DABPS	EOP		DIAG AUX BLR PIPING SYSTEMS	BOILER DIAGRAM FOR AUXILIARY BOILER PIPING SYSTEMS
DABSB	EOP		DIAG ALIGN BLOWDWN SOOT PIPING	BOILER DIAGRAM FOR ALIGNING BLOWDOWN AND SOOT BLOWER PIPING
DAC	EOP		DIAGRAM FOR AIR COMP (LP)	AIR SYSTEMS DIAGRAM FOR ALIGNING AIR COMPRESSOR (LOW-PRESSURE)
DACD	FOSS		DIAG: ATMOSPHERIC CONDENSER	SYSTEM DIAGRAMS DIAGRAM FOR ATMOSPHERIC CONDENSER
DACP	EOP		AIR COND PIPING DIAGRAM	AIR CONDITIONING SYSTEMS AIR CONDITIONING TEST PLANT PIPING DIAGRAM
DACSW	EOP		DIAG:AIR COND SEAWATER SYS	SEAWATER SYSTEMS DIAGRAM FOR AIR CONDITIONING SEA WATER SYSTEM
DACT	EOP		DIAGRAM COOLING TOWER	COOLING WATER SYSTEMS DIAGRAM FOR ALIGNING COOLING TOWER
DACVD	EOP		AIR CON VALVE DESIGNATIONS	AIR CONDITIONING SYSTEMS AIR CONDITIONING TEST PLANT VALVE DESIGNATIONS
DACW	EOP		DIAGRAM AIR COND CW WTR SYS	AIR CONDITIONING SYSTEMS DIAGRAM FOR AIR CONDITION CHILLED WATER SYSTEM
DADF	FOSS		DIAG:CARGO OIL STRIP SYSTEM	SYSTEM DIAGRAMS DIAGRAM FOR CARGO OIL STRIPPING SYSTEM
DAE	EOP		DIAGRAM AUX EXH SYS	STEAM SYSTEMS DIAGRAM FOR AUXILIARY EXHAUST SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
DAFFF	EOP		DIAG AFFF FIREFIGHTING SYS	FIREFIGHTING SYSTEMS DIAGRAM FOR AFFF MACHINERY SPACE FIREFIGHTING SYSTEM
DAGC	EOP		DIAG GLAND EXHAUST CONDENSER	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING GLAND EXHAUST CONDENSER
DAGES	EOP		DIAG: AUXILIARY GLAND EXHAUST	CONDENSATE SYSTEMS DIAGRAM FOR AUXILIARY GLAND EXHAUST SYSTEM
DAHR	EOP		DIAGRAM HYDRO RETARDER	DIAGRAMS, CHARTS AND TABLES DIAGRAM FOR ALIGNING HYDRO RETARDER
DAIS	EOP		DIAG: ANTI ICE SYSTEM	DIAGRAMS, CHARTS AND TABLES DIAGRAM FOR ANTI ICE SYSTEM
DAJP	FOSS		DIAG:CARGO JP-5 STRIP & RECLAI	SYSTEM DIAGRAMS DIAGRAM FOR CARGO JP-5 STRIPPING AND RECLAMATION SYSTEM
DALP	EOP		DIAGRAM LUBE OIL PUMP	LUBE OIL SYSTEMS DIAGRAM FOR ALIGNING LUBE OIL PUMP
DAMW	EOP		DIAG AUX MACH CLG WTR SYS	COOLING WATER SYSTEMS DIAGRAM FOR AUXILIARY MACHINERY COOLING WATER SYSTEM
DASDV	EOP		DIAGRAM ALIGNING STEAM DRAINS	ALIGNING STEAM DRAINS DIAGRAM FOR ALIGNING STEAM DRAINS
DASF	AFOSS		DIAGRAM FOR ALGN SERV FILTER	JP-5 SYSTEMS DIAGRAM FOR ALIGNING SERVICE FILTER
DASV	EOP		DRY AIR SYSTEM	AIR SYSTEMS DRY AIR SYSTEM - VALIDATING SYSTEM ALIGNMENT
DASW	EOP		DIAGRAM AUX SW SYS	COOLING WATER SYSTEMS DIAGRAM FOR AUXILIARY SALTWATER COOLING SYSTEM
DASWS	EOP		DIAG FOR AEGIS SWS	SEAWATER SYSTEMS DIAGRAM FOR AEGIS SEA WATER SERVICE SYSTEM
DATC	FOSS		DIAG: ALIGN TK CLEAN SYSTEM	TANK CLEANING SYSTEMS DIAGRAM FOR ALIGNING TANK CLEANING SYSTEM
DATP	EOP		DIAG FOR ALIGN TUNNELING PUMP	SEAWATER SYSTEMS DIAGRAM FOR ALIGNING TUNNELING PUMP
DAUG	AFOSS		AFOSS USERS GUIDE APPENDIX	JP-5 SYSTEMS AFOSS USERS GUIDE APPENDIX
DAUL	EOP		DIA AUX/LINE BEAR LUB OIL SYS	LUBE OIL SYSTEMS DIAGRAM FOR AUXILIARY/LINE BEARING LUBRICATING OIL SYSTEM
DAWB	EOP		DIAGRAM WATER BRAKE	WATER BRAKE SYSTEM DIAGRAM FOR ALIGNING WATERBRAKE
DAX	AFOSS		DIAGRAM FOR AUXILIARY SYSTEM	JP-5 SYSTEMS DIAGRAM FOR AUXILIARY SYSTEM
DBA	EOP		DIAGRAM FOR BLEED AIR SYSTEM	LAND BASED TEST SITE DIAGRAM FOR BLEED AIR SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
DBAB	EOP		DIAGRAM AUXILIARY BOILER	BOILER DIAGRAM FOR ALIGNING AUXILIARY BOILER
DBAC	EOP		DEBALLAST AIR COMPRESSOR	AIR SYSTEMS DEBALLAST AIR COMPRESSOR
DBBP	EOP		DIAGRAM BOILER BLOWDOWN	BOILER DIAGRAM FOR BOILER BLOWDOWN PIPING
DBBS	EOP		DIAGRAM BILGE & BALLAST SYSTEM	DEBALLAST SYSTEMS DIAGRAM FOR BILGE AND BALLAST SYSTEM
DBDS	EOP		BALLAST/DEBALLAST SYS DIAGRAM	DIAGRAMS, CHARTS AND TABLES DIAGRAM: BALLAST/DEBALLAST SYSTEM STATUS
DBFA	EOP		DIAGRAM BOILER FRONT	BOILER DIAGRAM FOR BOILER FRONT ARRANGEMENT
DBGG	EOP		DIAGRAM BOILER GAUGE GLASS	BOILER DIAGRAM FOR BOILER GAUGE GLASS
DBLU	EOP		DIAGRAM BOILER LAYUP	BOILER DIAGRAM FOR BOILER LAYUP ALIGNMENT
DBPM	EOP		DIAG ALIGN BILGE PMP,MOTOR DRI	BILGE AND FUEL OIL TANK STRIPPING SYSTEMS DIAGRAM FOR ALIGNING BILGE PUMP (MOTOR DRIVEN)
DBR	EOP		DIAGRAM FOR BROMINATOR	FRESHWATER SYSTEMS DIAGRAM FOR BROMINATOR
DBS	EOP		DIAGRAM FOR BLEEDER STATIONS	LAND BASED TEST SITE DIAGRAM FOR BLEEDER STATIONS
DBSA	EOP		DIAG BLEED, MASK AND START AIR	AIR SYSTEMS DIAGRAM FOR BLEED, MASKER AND STARTING AIR SYSTEM
DBSB	EOP		DIAGRAM BOILER SOOT BLOWERS	BOILER DIAGRAM FOR ALIGNING BOILER SOOT BLOWERS
DBSF	EOP		DIAG ALIGN BLGE,STRIP,EMRG FRE	DIAGRAM FOR ALIGNING BILGE, STRIPPING, EMERGENCY FIRE AND FLUSHING PUMP
DBSP	EOP		DIAGRAM FO STRIPPING PUMP	BILGE AND FUEL OIL TANK STRIPPING SYSTEMS DIAGRAM FOR ALIGNING BILGE AND FUEL OIL TANK STRIPPING PUMP
DBSS	EOP		DIAGRAM BOILER SUPPORT SYS	DIAGRAM FOR BOILER SUPPORT SYSTEMS
DBT	EOP		DIA ALIGN BOW THRUSTER	BOW THRUSTER DIAGRAM FOR ALIGNING BOW THRUSTER
DBTC	EOP		DIA BOW THRUSTER CONT PANEL	BOW THRUSTER DIAGRAM FOR BOW THRUSTER CONTROL PANEL
DCA	EOP		DIAGRAM CONTROL AIR SYSTEM	AIR SYSTEMS DIAGRAM FOR CONTROL AIR SYSTEM
DCAC	EOP		DIA FOR ALIGN CONT AIR COMP	AIR SYSTEMS DIAGRAM FOR ALIGNING CONTROL AIR COMPRESSOR

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
DCAP	EOP		DIAG ALIGN BLR COMB AIR PHR	BOILER DIAGRAM FOR ALIGNING BOILER COMBUSTION AIR PREHEATER
DCBA	EOP		DGRM FOR CLTCH AND SHAFT BRKE	AIR SYSTEMS DIAGRAM FOR CLUTCH AND SHAFT BRAKE AIR SYSTEM
DCBC	EOP		DIA ALIGN BALLAST CLG SYS	CLEAN BALLAST SYSTEMS DIAGRAM FOR ALIGNING CLEAN BALLAST COOLING SYSTEM
DCBS	EOP		DIA CLEAN BALLAST SYSTEM	CLEAN BALLAST SYSTEMS DIAGRAM FOR CLEAN BALLAST SYSTEM
DCC	EOP		DAMAGE CONTROL CONSOLE	CONSOLE DAMAGE CONTROL CONSOLE
DCCT	EOP		DIAGRAM MAIN COND CIRC PUMP	MAIN CONDENSER DIAGRAM FOR ALIGNING MAIN CONDENSER CIRCULATING WATER PUMP
DCDS	EOP		DIAGRAM CONTAM DRAIN SYS	LAND BASED TEST SITE DIAGRAM FOR CONTAMINATED DRAIN SYSTEM
DCF	EOP		DIAG FOR CATAPULT FEEDWATER	FEEDWATER SYSTEMS DIAGRAM FOR CATAPULT FEEDWATER
DCFS	EOP		DIAG MOD CO2 FIRE FIGHTING SYS	FIREFIGHTING SYSTEMS DIAGRAM FOR MODULE CO2 FIRE FIGHTING SYSTEM
DCHD	EOP		DIAGRAM CATAPULT HP DRAIN	STEAM DRAIN SYSTEMS DIAGRAM FOR CATAPULT HIGH-PRESSURE DRAIN
DCHT	EOP		DIAG SEWAGE DISPOSAL CHT SYS	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL COLLECTING, HOLDING, AND TRANSFER SYSTEM
DCJP	EOP		DIAGRAM CARGO JP-5/DFM SYS	JP-5 SYSTEMS DIAGRAM FOR CARGO (JP-5)/DFM SYSTEM
DCJT	FOSS		DIAG:CARGO JP5 TURBINE DRV PMP	SYSTEM DIAGRAMS DIAGRAM FOR CARGO JP-5 TURBINE DRIVEN PUMP
DCNS	FOSS		DIAG: CARGO OIL SYSTEM	SYSTEM DIAGRAMS DIAGRAM FOR CARGO OIL SYSTEM
DCPA	AFOSS		DIAG FOR CENTRIFUGAL PUR ALGN	JP-5 SYSTEMS DIAGRAM FOR CENTRIFUGAL PURIFIER ALIGNMENT
DCPM	FOSS		DIAGRAM FOR CARGO OIL XFER PMP	SYSTEM DIAGRAMS DIAGRAM FOR CARGO OIL TRANSFER PUMP
DCPT	FOSS		DIAG:CARGO OIL TURBINE DRV PMP	SYSTEM DIAGRAMS DIAGRAM FOR CARGO OIL TURBINE DRIVEN PUMP
DCS	EOP		DIAGRAM FOR CATAPULT STEAM	STEAM SYSTEMS DIAGRAM FOR CATAPULT STEAM
DCSP	AFOSS		DIAG CONTAM SAMPL PUMP 174-175	JP-5 SYSTEMS DIAGRAM FOR CONTAMINATED SAMPLING PUMP 174-175
DCSS	CFOSS		DIAG CARGO JP-5/DFM STRIP SYS	JP-5 SYSTEMS DIAGRAM FOR CARGO JP-5/DFM STRIPPING SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
DCW	EOP		DIAGRAM CHILLED WATER SYS	AIR CONDITIONING SYSTEMS DIAGRAM FOR CHILLED WATER SYSTEM
DCWM	EOP		DIAGRAM CITY WTR MAIN	LAND BASED TEST SITE DIAGRAM FOR CITY WATER MAIN
DCWP	EOP		DIAGRAM CHILL WTR PLANT	AIR CONDITIONING SYSTEMS DIAGRAM FOR CHILL WATER PLANT
DCWR	EOP		DIA AUX CCG WTR RED	COOLING WATER SYSTEMS DIAGRAM FOR ALIGNING AUXILIARY COOLING WATER REDUCER
DCWS	EOP		DIAG MAIN & AUX WTR SYS	SEAWATER SYSTEMS DIAGRAM FOR MAIN AND AUXILIARY CONDENSER CIRCULATING WATER SYSTEM
DDAS	EOP		DIAGRAM DRY AIR SYSTEM	AIR SYSTEMS DIAGRAM DRY AIR SYSTEM
DDBAC	EOP		DIAG DEBALLAST AIR COMPRESSOR	AIR SYSTEMS DIAGRAM FOR DEBALLAST AIR COMPRESSOR
DDBAS	EOP		DIAGRAM FOR DEBALLAST AIR SYS	DEBALLAST AIR SYSTEM DIAGRAM FOR DEBALLAST AIR SYSTEM
DDC	EOP		DESIGN DAT CHART OP PARAMET	DIAGRAMS, CHARTS AND TABLES DESIGN DATA CHART-OPERATING PARAMETERS
DDCE	EOP		DIAG FOR D.C. ELECT SYSTEM	ELECTRICAL SYSTEMS AND EQUIPMENT DIAGRAM FOR D.C. ELECTRICAL SYSTEM
DDE	EOP		DIAGRAM FOR DIESEL ENGINE	DIAGRAM FOR DIESEL ENGINE
DDEM	EOP		DIAGRAM ALIGN DEMINERALIZER	COMBAT SUPPORT SYSTEMS DIAGRAM FOR ALIGNING DEMINERALIZER
DDFP	EOP		DIAG: ALIGN DESUPERHEATER PMP	LAND BASED TEST SITE DIAGRAM FOR ALIGNING DESUPERHEATER PUMP
DDFT	EOP		DIAGRAM DA FEED TANK	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING DEAERATING FEED TANK
DDIT	EOP		DIAGRAM OIL HTR DRAIN TK	LUBE OIL SYSTEMS DIAGRAM FOR ALIGNING OIL HEATER DRAIN INSPECTION TANK
DDOD	EOP		DIAG: DIRTY OIL DRAIN SYS	DRAIN AND WASTE WATER SYSTEMS DIAGRAM FOR DIRTY OIL DRAIN SYSTEM
DDOT	EOP		DIA FOR DIESEL OIL TRANS SYS	FUEL OIL SYSTEMS DIAGRAM FOR DIESEL OIL TRANSFER SYSTEM
DDPS	EOP		DIAGRAM DIESEL GEN SYS	DIESEL GENERATOR DIAGRAM FOR DIESEL GENERATOR PIPING SYSTEMS
DDSA	EOP		DIAG SEWAGE DISP MSD AT-SEA	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL MSD SYSTEM AT-SEA ALIGNMENT
DDSI	EOP		DIAG SEWAGE DISP MSD IN-PORT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL MSD SYSTEM IN-PORT ALIGNMENT

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
DDST	EOP		DIAG SEWAGE DISP MSD TRANSIT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL MSD SYSTEM TRANSIT ALIGNMENT
DDTP	EOP		DIAGM ALIGN DO TRNS PMP	FUEL OIL SYSTEMS DIAGRAM FOR ALIGNING DIESEL OIL TRANSFER PUMP
DDWC	EOP		DIA ALIGN DENG WTR CHG SYS	FRESHWATER SYSTEMS DIAGRAM FOR ALIGNING DIESEL ENGINE DISTILLED WATER CHARGING SYSTEM
DDWS	EOP		DIAG DISTILLED WTR SYS	DISTILLATE TRANSFER SYSTEM DIAGRAM FOR DISTILLED WATER SYSTEM
DEA	EOP		DIESEL ENGINE, ALGN,STRT,OP,SC	LAND BASED TEST SITE DIESEL ENGINE (ALIGNING, STARTING, OPERATING AND SECURING)
DEAD	EOP	I	DIAG ELEX DRY AIR DEHYDRATR	AIR SYSTEMS DIAGRAM FOR ELECTRONIC AIR DEHYDRATOR
DEAJ	EOP		DIAGRAM AIR EJECTORS	MAIN ENGINE DIAGRAM FOR ALIGNING MAIN ENGINE AIR EJECTORS
DECE	EOCC		MN PRLPN DENG CRKCASE EXPL	MAIN ENGINE CASUALTIES MAIN PROPULSION DIESEL ENGINE CRANKCASE EXPLOSION
DECR	EOCC		DIAGRAM ELECT COOLING WATER	COMBAT SUPPORT SYSTEMS DIAGRAM FOR ELECTRONIC COOLING WATER (RADAR)
DECS	EOCC		DIAGRAM ELECT COOLING WATER	COMBAT SUPPORT SYSTEMS DIAGRAM FOR ELECTRONIC COOLING WATER (SONAR)
DECW	EOCC		DIAGRAM ELECT COOLING WATER	COMBAT SUPPORT SYSTEMS DIAGRAM FOR ELECTRONIC COOLING WATER
DED	EOP		DIAGRAM: EDUCTOR	DIAGRAM FOR EDUCTOR
DEDA	EOP		DIAG FOR ELECTRONIC DRY AIR	AIR SYSTEMS DIAGRAM FOR ELECTRONIC DRY AIR
DEDTA	EOP		DIAGRAM CONT BOILER FW TRT SY	FEEDWATER SYSTEMS DIAGRAM FOR CONTINUOUS BOILER FEEDWATER TREATMENT SYSTEM
DEFR	EOP		DIA EMERG FEED/FW TRANS P	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING EMERGENCY FEED AND FEEDWATER TRANSFER PUMP
DEGM	EOP		MN PRPLN DENG GOV MALFUNCT	MAIN ENGINE CASUALTIES MAIN PROPULSION DIESEL ENGINE GOVERNOR MALFUNCTION
DEM	EOP		DEMINERALIZER OPERATION SEC	COMBAT SUPPORT SYSTEMS DEMINERALIZER
DES	EOP		DIA FOR ELECT SWBD CONFIG	DIAGRAMS, CHARTS AND TABLES DIAGRAM FOR ELECTRICAL SWITCHBOARD CONFIGURATION
DEUG	EOP		EOSS USER GUIDE APPENDIX	MASTER PLANT PROCEDURES EOSS USERS GUIDE APPENDIX

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
DEUV	EOP		DIAGRAM AUX EXH UNL VALVE	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUXILIARY EXHAUST UNLOADING VALVE
DEV	EOP		DIAGRAM DISTILLING PLANT	FRESHWATER SYSTEMS DIAGRAM FOR DISTILLING PLANT
DEVT	EOP		DIAG DISTIL PLT DISTIL XFER	FRESHWATER SYSTEMS DIAGRAM FOR DISTILLING PLANT DISTILLATE TRANSFER
DEWD	EOP		DIAG ELLIS & WATTS DEMINERLZER	LAND BASED TEST SITE DIAGRAM FOR ELLIS & WATTS DEMINERALIZER
DFBD	EOP		DIA FIREMAIN BALLAST/DEBALLAST	FIREMAIN SYSTEM DIAGRAM FOR FIREMAIN TO BALLAST/DEBALLAST SYSTEM
DFBP	EOP		DIAGRAM FIRE/BILGE PMP	FIREMAIN SYSTEM DIAGRAM FOR ALIGNING FIRE AND BILGE PUMP
DFDA	AFOSS		DIA FOR FUEL/DEFUEL STATIONS	JP-5 SYSTEMS DIAGRAM FOR FUELING/DEFUELING STATIONS
DFDB	AFOSS		DIAGRAM FORCED DRAFT BLOWER	BOILER DIAGRAM FOR ALIGNING FORCED DRAFT BLOWER
DFDS	EOP		PROPULSION TURBINE DRAIN	DIAGRAM FOR PROPULSION TURBINE DRAINS
DFDT	EOP		DIAG FDW DIST AND TRANS SYS	DISTILLATE TRANSFER SYSTEM DIAGRAM FOR FEEDWATER DISTILLING AND TRANSFER SYSTEM
DFEB	EOP		DIAG FIRE,FLUSH PMP EM BLGE PM	FIREMAIN SYSTEM DIAGRAM FIRE, FLUSH PUMP AND EMERGENCY BILGE PUMP
DFH	EOP		DIA FOR FEEDHEATER	FEEDWATER SYSTEMS DIAGRAM FOR FEEDHEATER
DFHD	EOP		DIA ALGN LOW-PRESS FD WTR	AIR SYSTEMS DIAGRAM FOR ALIGNING LOW PRESSURE FEED HEATER AND DRAIN COOLER
DFM	EOP		DIAGRAM FIREMAIN SYSTEM	FIREMAIN SYSTEM DIAGRAM FOR FIREMAIN SYSTEM
DFO	EOP		DIAGRAM FUEL OIL SER SYS	FUEL OIL SYSTEMS DIAGRAM FOR FUEL OIL SERVICE SYSTEM
DFOC	EOP		DIAG FO SERV LNDNG CRAFT AIR	FUEL OIL SYSTEMS DIAGRAM FOR FUEL OIL SERVICE LANDING CRAFT AIR CUSHION SYSTEM
DFOD	EOP		DIAG ALIGN DPLX FO STRAINER	FUEL OIL SYSTEMS DIAGRAM FOR ALIGNING DUPLEX FUEL OIL STRAINER
DFODS	EOP		DIAG ALIGN FIRESAFE FO STRAIN	FUEL OIL SYSTEMS DIAGRAM FOR ALIGNING DUPLEX FUEL OIL STRAINER (FIRESAFE)
DFOFS	EOP		DIAG: FUEL OIL FILTER-SEP	FUEL OIL SYSTEMS DIAGRAM FOR FUEL OIL FILTER-SEPARATOR
DFOH	EOP		DIAGRAM FOR FUEL OIL HEATER	FUEL OIL SYSTEMS DIAGRAM FOR FUEL OIL HEATER

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DFOP	EOP		DIAGRAM FO SER PUMP	FUEL OIL SYSTEMS DIAGRAM FOR ALIGNING FUEL OIL SERVICE PUMP
DFOPF	EOP		DIAG:FOR FUEL OIL PRE-FILTER	FUEL OIL SYSTEMS DIAGRAM FOR FUEL OIL PRE-FILTER
DFOPR	EOP		DIA ALGN EMERG FUEL OIL SVC	FUEL OIL SYSTEMS DIAGRAM FOR ALIGNING EMERGENCY FUEL OIL SERVICE PUMP (RECIPROCATING)
DFOS	EOP		DIAGRAM FO TK STRIP SYS	DIAGRAM FOR FUEL OIL TANK STRIPPING SYSTEM
DFOT	EOP		DIAGRAM FO TRANS SYS	FUEL OIL SYSTEMS DIAGRAM FOR FUEL OIL TRANSFER SYSTEM
DFOTC	EOP		DIAG FO XFER LNDNG CRAFT AIR	FUEL OIL SYSTEMS DIAGRAM FOR FUEL OIL TRANSFER LANDING CRAFT AIR CUSHION SYSTEM
DFOTS	EOP		DIA ALIGN FO XFER/TANK STRP	FUEL OIL SYSTEMS DIAGRAM FOR ALIGNING FUEL OIL TRANSFER AND TANK STRIPPING PUMP
DFP	EOP		DIAGRAM FIRE FLUSH PUMP	FIREMAIN SYSTEM DIAGRAM FOR ALIGNING FIRE AND FLUSHING PUMP OR DIAGRAM FOR ALIGNING FIRE PUMP
DFPD	EOP		DIAG ALIGN FIRE PUMP (DIESEL)	FIREMAIN SYSTEM DIAGRAM FOR ALIGNING FIRE PUMP (DIESEL-DRIVEN)
DFPM	EOP		DIAG: FIRE & FLUSH PMP (MOTOR)	FIREMAIN SYSTEM DIAGRAM FOR ALIGNING FIRE AND FLUSHING PUMP (MOTOR-DRIVEN)
DFPR	EOP		DIA ALGN FUEL OIL TRANS PUMP	FUEL OIL SYSTEMS DIAGRAM FOR ALIGNING FUEL OIL TRANSFER PUMP (RECIPROCATING)
DFPT	EOP		DIAG:FIRE & FLUSH PMP(TURBINE)	FIREMAIN SYSTEM DIAGRAM FOR ALIGNING FIRE AND FLUSHING PUMP (TURBINE-DRIVEN)
DFS	EOP		FEEDWATER SUPPLY	FEEDWATER SYSTEMS FEEDWATER SUPPLY
DFSD	EOP		DIAG FDW AND STM DR CLTG SY	DIAGRAM FOR FEEDWATER AND STEAM DRAIN COLLECTING SYSTEM
DFSEC	EOP		DIAGRAM FW DRN CLTG SYS	STEAM DRAIN SYSTEMS DIAGRAM FOR ALIGNING FRESHWATER DRAIN COLLECTING TANK FLASH STEAM EXHAUST CONDENSER
DFSP	EOP		DIAG FIRE/SALVAGE PUMP (#1&#2)	FIREMAIN SYSTEM DIAGRAM FIRE AND SALVAGE PUMP (NO.1 AND NO.2)
DFSPM	EOP		DIAG: ALIGN FDWTR SUPPLY PMP	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING FEEDWATER SUPPLY PUMP MOTOR DRIVEN
DFSPT	EOP		DIAG:ALIGN FEEDWTR SUPPLY PMP	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING FEEDWATER SUPPLY PUMP TURBINE DRIVEN
DFST	EOP		DIA FIN STABILIZING SYSTEM	FIN STABILIZER DIAGRAM FOR ALIGNING FIN STABILIZER

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
DFSTB	EOP		DIA FIN STABILIZING SYSTEM	FIN STABILIZER DIAGRAM FOR ALIGNING FIN STABILIZER
DFT	EOP		DEAERATING FEED TANK	FEEDWATER SYSTEMS DEAERATING FEED TANK (DFT)
DFTP	EOP		DIA ALIGN FO XFR PMP (TD)	FUEL OIL SYSTEMS DIAGRAM FOR ALIGNING FUEL OIL TRANSFER PUMP (TURBINE-DRIVEN)
DFTS	EOP		DIAG FO FILL, XFR STR SYS	FUEL OIL SYSTEMS DIAGRAM FOR FUEL OIL FILLING, TRANSFER, AND STRIPPING SYSTEM
DFTVT	EOP		DEAERATING FD TK 5" GLOBE VLV	FEEDWATER SYSTEMS DEAERATING FEED TANK (5 INCH MOTOR OPERATED GLOBE VALVE TEST)
DFW	EOP		DIAG FOR ALIGN FRESHWATER SYS	FRESHWATER SYSTEMS DIAGRAM FOR ALIGNING FRESHWATER SYSTEM
DFWFF	EOP		DIAG:FRESHWATER FIREFIGHT SYS	FIREFIGHTING SYSTEMS DIAGRAM FOR FRESHWATER FIREFIGHTING SYSTEM
DFWR	EOP		DIA ALGN FRESHWATER TRANS PUMP	FRESHWATER SYSTEMS DIAGRAM FOR ALIGNING FRESHWATER TRANSFER PUMP (RECIPROCATING)
DFWS	EOP		DIAG FW DRAIN SYSTEM	STEAM DRAIN SYSTEMS DIAGRAM FOR FRESHWATER DRAIN SYSTEM
DFWT	EOP		DIAG FW DR CLTG TANK	STEAM DRAIN SYSTEMS DIAGRAM FOR ALIGNING FRESHWATER DRAIN COLLECTING TANK
DGAC	EOP		DIA FOR ALIGN AUX GL EX CON	CONDENSATE SYSTEMS DIAGRAM FOR ALIGNING AUXILIARY GLAND EXHAUST CONDENSER
DGAO	EOP		DIESEL GENERATOR	DIESEL GENERATOR DIESEL GENERATOR-PLACING IN STANDBY FOR AUTOMATIC OPERATION AND SECURING
DGBLO	EOP		DIAG GEARBOX LUBE OIL SYSTEM	LUBE OIL SYSTEMS DIAGRAM FOR GEARBOX LUBE OIL SYSTEM
DGCE	EOCC		SS DGEN CRANKCASE EXPLOSION	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR CRANKCASE EXPLOSION
DGEO	EOCC		MN PRPLN DIES ENG OVERHEATS	MAIN ENGINE CASUALTIES MAIN PROPULSION DIESEL ENGINE OVERHEATING
DGES	EOP		DIAGRAM GLAND EXHAUST SYS	CONDENSATE SYSTEMS DIAGRAM FOR GLAND EXHAUST SYSTEM
DGGM	EOCC		SS DGEN GOV MALFUNCTION	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR GOVERNOR MALFUNCTION
DGMO	EOP		DIESEL GENERATOR	DIESEL GENERATOR DIESEL GENERATOR-STARTING, OPERATING AND STOPPING IN MANUAL MODE
DGOH	EOCC		SS DGEN OVERHEATING	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR OVERHEATING

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DGOL	EOCC		SS DGEN OVERLOAD	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR OVERLOAD
DGRH	EOP		DIA GAS TUR RED GEAR LUB OIL C	LAND BASED TEST SITE DIAGRAM FOR GAS TURBINE REDUCTION GEAR LUBRICATING OIL COOLER/ HEATER
DGSF	EOP		DIA FOR ALIGN S/F TURGEN P/	SPECIAL FREQUENCY MOTOR GENERATORS DIAGRAM FOR ALIGNING SPECIAL FREQUENCY TURBO-GENERATOR PIPING SYSTEMS
DGTB	EOP		DIAG GT BRAKE AIR SYSTEM	AIR SYSTEMS DIAGRAM FOR GAS TURBINE BRAKE AIR SYSTEM
DGTCB	EOP		DIAG ALIGN GT CLUTCH AND BRAKE	AIR SYSTEMS DIAGRAM FOR ALIGNING GAS TURBINE CLUTCH AND BRAKE
DGTD	EOP		DIAG FOR GAS TURB DRAIN SYS	DIAGRAM FOR GAS TURBINE DRAIN SYSTEM
DGTHS	EOP		DIAG:GAS TURBINE HYDRLC START	HYDRAULIC OIL SYSTEM DIAGRAM FOR GAS TURBINE HYDRALIC START
DGTP	EOP		DIAG GT GEN PIPING SYSTEM	GENERATOR DIAGRAM FOR GAS TURBINE GENERATOR PIPING SYSTEM
DGTS	EOP		DIAG: GAS TURBINE SYSTEMS	DIAGRAM FOR GAS TURBINE SYSTEMS
DGW	SDOSS		DIAGRAM: GREY WATER SYSTEMS	WASTE WATER SYSTEM DIAGRAM FOR GREY WATER SYSTEMS
DGWA	SDOSS		DIAG GRAY WATER SYS AT-SEA	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR GRAY WATER DRAIN SYSTEM AT-SEA ALIGNMENT
DGWD	SDOSS		DIAG: GRAY WATER DRAIN MAIN	WASTE WATER SYSTEM DIAGRAM FOR GRAY WATER DRAIN MAIN
DGWH	EOP		DIA GAS TUR WB LUB OIL COOL/HE	WATER BRAKE SYSTEM DIAGRAM FOR GAS TURBINE WATERBRAKE LUBRICATING OIL COOLER/HEATER
DGWI	EOP		DIAG GRAY WATER SYS INPORT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR GRAY WATER DRAIN SYSTEM INPORT ALIGNMENT
DGWL	EOP		DIA GAS TUR WB LUB OIL SYSTEM	WATER BRAKE SYSTEM DIAGRAM FOR GAS TURBINE WATERBRAKE LUBRICATING OIL SYSTEM
DGWP	SDOSS		DIAG: GRAY WATER PUMP	WASTE WATER SYSTEM DIAGRAM FOR GRAY WATER PUMP
DGWT	SDOSS		DIAG GRAY WATER SYS TRANSIT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR GRAY WATER DRAIN SYSTEM TRANSIT ALIGNMENT
DH	EOP		DIAG HYD SYS ACCUMULATORS	HYDRAULIC OIL SYSTEM DIAGRAM FOR HYDRAULIC SYSTEM ACCUMULATORS
DHAD	EOP		DIAG HP AIR DEHYDRATOR	AIR SYSTEMS DIAGRAM FOR HIGH-PRESSURE AIR DEHYDRATOR

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DHBD	EOP		DIAG BALLAST/DEBALLAST HYD SYS	HYDRAULIC SYSTEM DIAGRAM FOR BALLAST/DEBALLAST HYDRAULIC SYSTEM
DHDA	EOP		DIA FOR HP AIR DEHYDRATOR	AIR SYSTEMS DIAGRAM FOR HIGH-PRESSURE AIR DEHYDRATOR
DHFC	EOP		DIAGRAM HP AND FW DR SYS	CONDENSATE SYSTEMS DIAGRAM FOR HIGH-PRESSURE AND FRESHWATER DRAIN COLLECTING SYSTEMS
DHFS	EOP		DIAG: MODULE HALON FF SYS	FIREFIGHTING SYSTEMS DIAGRAM FOR MODULE HALON FIRE FIGHTING SYSTEM
DHGE	EOP		DIAG FD HEATER/GLAND EXH	FEEDWATER SYSTEMS DIAGRAM FOR FEED HEATER/GLAND EXHAUSTER
DHOC	EOP		DIA CRP OIL COOLER	LUBE OIL SYSTEMS DIAGRAM FOR CRP PROPELLER HYDRAULIC OIL COOLER
DHOP	EOP		DIAG CPP HYDR OIL PURIFICATION	LUBE OIL SYSTEMS DIAGRAM FOR CONTROLLABLE PITCH PROPELLER (CPP) HYDRAULIC OIL PURIFICATION SYSTEM
DHOS	EOP		DIAGRAM FOR HYDRAULIC OIL	HYDRAULIC OIL SYSTEM DIAGRAM FOR HYDRAULIC OIL SYSTEM
DHPA	EOP		DIAG HIGH PRESSURE AIR SYS	AIR SYSTEMS DIAGRAM FOR HIGH-PRESSURE AIR SYSTEM
DHPC	EOP		DIAGRAM HP AIR COMP	AIR SYSTEMS DIAGRAM FOR ALIGNING HIGH-PRESSURE AIR COMPRESSOR
DHPD	EOP		DIAGRAM HP DRAIN SYSTEM	STEAM DRAIN SYSTEMS DIAGRAM FOR HIGH-PRESSURE DRAIN SYSTEM
DHPU	EOP		DIAG FOR HYRAULIC POWER UNIT	HYDRAULIC OIL SYSTEM DIAGRAM FOR HYDRAULIC POWER UNIT
DHS	EOP		DIAGRAM HALON SYSTEM	FIREFIGHTING SYSTEMS DIAGRAM FOR HALON SYSTEM
DHSP	AFOSS		DIA FOR HAND OPERATED STRP PMP	JP-5 SYSTEMS DIAGRAM FOR HAND OPERATED STRIPPING PUMP
DHSS	EOP		DIAGRAM HYDRAULIC STARTING SYS	HYDRAULIC SYSTEM DIAGRAM FOR HYDRAULIC STARTING SYSTEM
DIFE	EOP		DIAG FOR IF DIESEL ENGINE	LAND BASED TEST SITE DIAGRAM FOR IF DIESEL ENGINE
DIGS	CFOSS		DIAG FOR INERT GAS SYS	MOGAS SYSTEMS DIAGRAM FOR INERT GAS SYSTEM
DIT	EOP		DRAIN INSPECTION TANK	DRAIN INSPECTION TANK
DITC	EOP		DIAG INTEGRATED THROTTLE CONTR	THROTTLE DIAGRAM FOR INTEGRATED THROTTLE CONTROL

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DJFC	AFOSS		DIAGRAM JP-5 FUEL CONN	JP-5 SYSTEMS DIAGRAM FOR JP-5 FUELING CONNECTIONS
DJFS	AFOSS		DIAG FOR JP-5 FILTER SEPARATOR	JP-5 SYSTEMS DIAGRAM FOR JP-5 FILTER SEPARATOR
DJPC	FOSS		DIAG: CARGO JP-5 SYSTEM	SYSTEM DIAGRAMS DIAGRAM FOR CARGO JP-5 SYSTEM
DJPM	FOSS		DIAGRAM FOR CARGO JP5 XFER PMP	SYSTEM DIAGRAMS DIAGRAM FOR CARGO JP-5 TRANSFER PUMP
DJPT	FOSS		DIAGRAM JP-5 TRANSFER SYS	JP-5 SYSTEMS DIAGRAM FOR JP-5 TRANSFER SYSTEM
DJSS	FOSS		DIAGRAM JP-5 SERVICE SYS	JP-5 SYSTEMS DIAGRAM FOR JP-5 SERVICE SYSTEM
DJST	FOSS		DIAGRAM JP-5 STRIPPING SYS	JP-5 SYSTEMS DIAGRAM FOR JP-5 STRIPPING SYSTEM
DLA	AFOSS		DIAGRAM LUBE OIL SYS	LUBE OIL SYSTEMS DIAGRAM FOR ALIGNING LUBE OIL SYSTEM
DLAD	AFOSS		DIAGRAM LP AIR DEHYDRATOR	AIR SYSTEMS DIAGRAM FOR LOW-PRESSURE AIR DEHYDRATOR
DLC	AFOSS		SER STA:DEFEUL CRFT CUSH & SEC	FUEL OIL SYSTEMS SERVICE STATIONS-DEFUELING LANDING CRAFT AIR CUSHION(LCAC) AND SECURING
DLCAC	AFOSS		DEFUELING LCAC	FUEL OIL SYSTEMS DEFUELING LANDING CRAFT AIR CUSHION
DLCC	EOP		DIAG FOR LAUNCH CONTRL CONSOLE	CATAPULT DIAGRAM FOR LAUNCH CONTROL CONSOLE
DLO	EOP		DIAGRAM MAIN ENGINE LO SYS	LUBE OIL SYSTEMS DIAGRAM FOR MAIN ENGINE LUBRICATING OIL SYSTEM
DLOA	EOP		DIAG FOR LUBE OIL SYSTEM	LUBE OIL SYSTEMS DIAGRAM FOR LUBE OIL SYSTEM
DLOC	AFOSS		DELINERING LUBE OIL TO CATAPUL	JP-5 SYSTEMS DELINERING LUBE OIL TO CATAPULTS
DLOD	EOP		DIA FOR DUPLEX OIL STRAINER	LUBE OIL SYSTEMS DIAGRAM FOR DUPLEX LUBE OIL STRAINER
DLODF	EOP		DIAGRAM L.O. FILTERS (DUPLEX)	DIAGRAM LUBE OIL FILTERS (DUPLEX)
DLOFC	AFOSS		DIAGRAM FOR LUBE OIL FILL	JP-5 SYSTEMS DIAGRAM FOR LUBE OIL FILLING CONNECTION
DLOFTG	EOP		DIAGRAM LUBE OIL FILTERS	DIAGRAM LUBE OIL FILTERS
DLOH	EOP		DIAGRAM LUBE OIL HEATER	LUBE OIL SYSTEMS DIAGRAM FOR ALIGNING LUBE OIL HEATER

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DLOP	EOP		DIAGRAM LUBE OIL PURIFIER	LUBE OIL SYSTEMS DIAGRAM FOR ALIGNING LUBE OIL PURIFIER
DLORC	AFOSS		DIAG LO RECEIVING CONNECTION	JP-5 SYSTEMS DIAGRAM FOR LUBE OIL RECEIVING CONNECTION
DLOS	EOP	I	DIAGRAM LUBE OIL PUR SYS	LUBE OIL SYSTEMS DIAGRAM FOR ALIGNING LUBE OIL PURIFYING SYSTEM
DLOSF	EOP		DIAG LUBE OIL STRAINERS	DIAGRAM FOR LUBE OIL STRAINERS
DLOSFA	EOP		DIAG FOR LO STRAINERS, SSTG	GENERATOR DIAGRAM FOR LUBE OIL STRAINERS, SHIP SERVICE TURBOGENERATOR
DLOSFB	EOP		DIAG FOR LO STRAIN MN FEED PMP	FEEDWATER SYSTEMS DIAGRAM FOR LUBE OIL STRAINERS, MAIN FEED PUMP
DLOT	EOP		DIAGRAM THRUST BRG LO SYS	LUBE OIL SYSTEMS DIAGRAM FOR THRUST BEARING LUBRICATING OIL SYSTEM
DLP	EOP		DIAG LO PUR AND TRANSFER SYS	LUBE OIL SYSTEMS DIAGRAM FOR LUBE OIL PURIFYING AND TRANSFER SYSTEM
DLPA	EOP		DIAG LOW PRESSURE AIR SYS	AIR SYSTEMS DIAGRAM FOR LOW-PRESSURE AIR SYSTEM
DLPC	EOP		DIAG LOW-PRESSURE AIR COMPR	AIR SYSTEMS DIAGRAM FOR ALIGNING LOW-PRESSURE AIR COMPRESSOR
DLPD	EOP		DIAG LOW PRESSURE DRAIN TK	STEAM DRAIN SYSTEMS DIAGRAM FOR ALIGNING LOW-PRESSURE DRAIN COLLECTING TANK
DLPG	EOP		DIAG LIQU PETROL GAS SYS	GALLEY SYSTEM DIAGRAM FOR LIQUEFIED PETROLEUM GAS SYSTEM
DLPR	EOP		DIA ALGN LUBE OIL PUMP RECIP	LUBE OIL SYSTEMS DIAGRAM FOR ALIGNING LUBE OIL PUMP, STEAM-DRIVEN (RECIPROCATING)
DLPS	EOP		DIAG LOW PRESSURE DRAIN SYS	STEAM DRAIN SYSTEMS DIAGRAM FOR LOW-PRESSURE DRAIN SYSTEM
DLPT	EOP		DIAG MAIN LUBE OIL PUMP	LUBE OIL SYSTEMS DIAGRAM FOR ALIGNING MAIN LUBE OIL PUMP
DLS	EOP		DIAGRAM ELECTRICAL GEN SYS	DIAGRAMS, CHARTS AND TABLES DIAGRAM FOR ELECTRICAL GENERATING SYSTEM
DMAC	EOP		DIAG MAIN AND AUX COND SYS	CONDENSATE SYSTEMS DIAGRAM FOR MAIN AND AUXILIARY CONDENSATE SYSTEM
DMASS	EOP		DIAG MEA/ALKAZID SUPPLY SYSTEM	LAND BASED TEST SITE DIAGRAM FOR MEA/ALKAZID SUPPLY SYSTEM
DMBA	EOP		DIAG BLEED, MASK, ANTI-ICE	AIR SYSTEMS DIAGRAM FOR BLEED, MASKER, PRAIRIE AND ANTI-ICING AIR SYSTEM
DMBS	EOP		DIAGRAM FOR BALLASTING SYS	BALLASTING AND DEBALLASTING SYSTEMS DIAGRAM FOR BALLASTING SYSTEM

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DMCP	EOP		DIAGRAM MAIN CONDENSATE PMP	CONDENSATE SYSTEMS DIAGRAM FOR ALIGNING MAIN CONDENSATE PUMP
DMCS	CFOSS		MOGAS CARGO STATUS DIAGRAM	MOGAS SYSTEMS MOGAS CARGO STATUS DIAGRAM
DMCT	CFOSS		DIAG MORPHOLINE COND SYS	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING MORPHOLINE CONDENSATE TREATMENT SYSTEM
DMCW	EOP		DIAG MN COND CIRC WATER SYS	SEAWATER SYSTEMS DIAGRAM FOR MAIN CONDENSER CIRCULATING WATER SYSTEM
DMDP	EOP		DIAG FOR MAIN DIESEL PIPING	MAIN ENGINE DIAGRAM FOR MAIN DIESEL PIPING SYSTEMS
DMDS	EOP		DIAGRAM MAIN DRAINAGE SYS	DEBALLAST SYSTEMS DIAGRAM FOR MAIN DRAINAGE SYSTEM
DMED	EOP		DIAG MN ENG TURBINE DRAINS	MAIN ENGINE DIAGRAM FOR ALIGNING MAIN ENGINE TURBINE DRAINS
DMEG	EOP		DIAG MN ENG GLAND SEAL SYS	MAIN ENGINE DIAGRAM FOR MAIN ENGINE GLAND SEAL SYSTEM
DMF	EOP		DIAGRAM MAIN FEED SYS	FEEDWATER SYSTEMS DIAGRAM FOR MAIN FEED SYSTEM
DMFB	EOP		DIAGRAM MN FD BOOSTER PMP	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING MAIN FEED BOOSTER PUMP
DMFD	EOP		DIAG FDW DEMINERALIZER	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING FEEDWATER DEMINERALIZER
DMFE	EOP		DIA EMERG FEED/FW TRANS P	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING EMERGENCY FEED AND FEEDWATER TRANSFER PUMP
DMFP	EOP		DIAGRAM MAIN FEED PUMP	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING MAIN FEED PUMP
DMFPM	EOP		DIAG: MAIN FEED PMP (MTR DRIV)	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING MAIN FEED PUMP (MOTOR DRIVEN)
DMFR	EOP		DIAG EMERG FEED & FDWTR PUMP	FEEDWATER SYSTEMS DIAGRAM FOR ALIGNING EMERGENCY FEED AND FEEDWATER TRANSFER PUMP
DMGS	CFOSS		DIAG FOR MOGAS SYS	MOGAS SYSTEMS DIAGRAM FOR MOGAS SYSTEM
DMI	CFOSS		DIAGRAM M-INCIN	INCINERATOR DIAGRAM FOR MARINE INCINERATOR
DMLO	EOP		DIAG MN PROP MTR LO SYS	LUBE OIL SYSTEMS DIAGRAM FOR MAIN PROPULSION MOTOR LUBE OIL SYSTEM
DMP	EOP		DATA MULTIPLEX SYS PWR UP/DWN	LAND BASED TEST SITE DATA MULTIPLEX SYSTEM
DMPA	EOP		DIAG MED PRESSURE AIR SYS	AIR SYSTEMS DIAGRAM FOR MEDIUM-PRESSURE AIR SYSTEM

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DMPC	EOP		DIAGRAM MED PRESS AIR COMP	AIR SYSTEMS DIAGRAM FOR ALIGNING MEDIUM-PRESSURE AIR COMPRESSOR
DMRG	EOP		DIAG:MAIN REDUCTION GEAR	LAND BASED TEST SITE DIAGRAM FOR MAIN REDUCTION GEAR
DMS	EOP		DIAGRAM MAIN STEAM SYS	STEAM SYSTEMS DIAGRAM FOR MAIN STEAM
DMSCS	EOP		DIAG:MAGAZINE SPRINKLER SYS	FIREFIGHTING SYSTEMS DIAGRAM FOR MAGAZINE SPRINKLER CONTROL SYSTEM
DMSP	AFOSS		DIA FOR MOTOR DRIVEN STRPG PMP	JP-5 SYSTEMS DIAGRAM FOR MOTOR-DRIVEN STRIPPING PUMP
DMSS	CFOSS		DIAGRAM MOGAS STRIP SYS	MOGAS SYSTEMS DIAGRAM OF MOGAS STRIPPING SYSTEM
DMSSS	EOP		DIAG MACH SPACE SPRINKLING SYS	FIREFIGHTING SYSTEMS DIAGRAM FOR MACHINERY SPACE SPRINKLING SYSTEM
DMTP	CFOSS		DIA FOR ALIGN MOGAS TRAN PUMP	MOGAS SYSTEMS DIAGRAM FOR ALIGNING MOGAS TRANSFER PUMP
DMVP	EOP		DIAGRAM MAIN VACUUM PUMP	MAIN ENGINE DIAGRAM FOR ALIGNING MAIN VACUUM PUMP
DNS	EOP		DIAG ALIGNING NITROGHEN SYSTM	LAND BASED TEST SITE DIAGRAM FOR ALIGNING NITROGEN SYSTEM
DNSS	EOP		DIAGRAM OF NITROGEN SUPPLY SYS	LAND BASED TEST SITE DIAGRAM OF NITROGEN SUPPLY SYSTEM
DOB	EOP		DIAGRAM OILY BALLAST SYSTEM	DEBALLAST SYSTEMS DIAGRAM FOR OIL BALLAST SYSTEM
DOCM	EOP		DIAGRAM FOR OIL MONITOR	LAND BASED TEST SITE DIAGRAM FOR OIL MONITOR
DOGPS	EOP		DIAGRAM OF OGP FLUID SCHEMATIC	LAND BASED TEST SITE DIAGRAM OF OXYGEN GENERATING PLANT TEST SCHEMATIC
DOH	EOCC		OVERHEATING OF DYNAMOMETER	LAND BASED TEST SITE OVERHEATING OF DYNAMOMETER
DOHD	EOCC		DIAG OIL HTG DRAIN SYSTEM	LUBE OIL SYSTEMS DIAGRAM FOR OIL HEATING DRAIN SYSTEM
DOIT	EOP		DIAG OIL HEAT DRAIN INSP TANK	LUBE OIL SYSTEMS DIAGRAM FOR OIL HEATING DRAIN INSPECTION TANK
DOLDW	EOP		DIAG ON LINE DETERGNT WASH SYS	MAIN ENGINE DIAGRAM FOR ON LINE DETERGENT WASH SYSTEM
DOMT	EOP		DO TRNS PMP: STRT,OPER & STOP	OPERATIONAL PROCEDURES DIESEL OIL TRANSFER PUMP
DOSP	EOP		DIAG FUEL OIL STRIPPING PUMP	FUEL OIL SYSTEMS DIAGRAM FUEL OIL STRIPPING PUMP

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
DOWD	EOP		DIAG OILY WASTE WATER DRAINS	DRAIN AND WASTE WATER SYSTEMS DIAGRAM FOR OILY WASTE WATER DRAINS
DOWH	EOP		DIAG OILY WASTE HANDLING SYS	DRAIN AND WASTE WATER SYSTEMS DIAGRAM FOR OILY WASTE HANDLING SYSTEM
DOWS	EOP		DIAG ALIGN FO WATER SEPARATOR	DRAIN AND WASTE WATER SYSTEMS DIAGRAM FOR ALIGNING FUEL OIL-WATER SEPARATOR
DOWT	EOP		DIAG OILY WASTE TRANS SYS	DRAIN AND WASTE WATER SYSTEMS DIAGRAM FOR OILY WASTE WATER TRANSFER SYSTEM
DOWTP	EOP		DIAG ALIG OILY WATER XFER PUMP	DRAIN AND WASTE WATER SYSTEMS DIAGRAM FOR ALIGNING OILY WATER TRANSFER PUMP
DPAB	SDOSS		DIAG SEWAGE DISP PMP RM AT-SEA	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE PUMP ROOM AT-SEA PIPING ALIGNMENT-BRIG OCCUPIED
DPAS	EOP		VALVE STAT DIAG, AUX STAT	DIAGRAMS, CHARTS AND TABLES VALVE STATUS DIAGRAM, AUXILIARY STATUS
DPBA	EOP		DIAG: PROPELLER BLEED AIR SYS	AIR SYSTEMS DIAGRAM FOR PROPELLER BLEED AIR SYSTEM
DPCWS	EOP		DIAG PLANT CLNG WTR SYS	COOLING WATER SYSTEMS DIAGRAM FOR PLANT COOLING WATER SYSTEM
DPEX	EOP		DIAG FOR FO PURIFIER TEST LOOP	LAND BASED TEST SITE DIAGRAM FOR FUEL OIL PURIFIER TEST LOOP
DPFS	EOP		DIAG UNDWAY FULL POWER	DIAGRAMS, CHARTS AND TABLES VALUE STATUS DIAGRAM UNDERWAY FULL POWER
DPHC	EOP		DIA FOR ALIGN HP AIR COMP	AIR SYSTEMS DIAGRAM FOR ALIGNING HIGH PRESSURE AIR COMPRESSOR
DPHO	EOP		DIAG CRP PROP HYD OIL SYS	LUBE OIL SYSTEMS DIAGRAM FOR CRP PROPELLER HYDRAULIC OIL SYSTEM
DPLO	EOP		DIA FOILBRN PROP LO SYSTEM	LUBE OIL SYSTEMS DIAGRAM FOR PROPULSION LUBRICATING OIL SYSTEM
DPM	EOP		DEBALLASTING PUMP	BALLASTING AND DEBALLASTING SYSTEMS DEBALLASTING PUMP
DPMC	EOP		DIAG PRAIRIE MASK AIR COMP	AIR SYSTEMS DIAGRAM FOR ALIGNING PRAIRIE MASKER AIR COMPRESSOR
DPMP	EOP		DIAG FOR ALIGN STRIPPING PUMP	FUEL OIL SYSTEMS DIAGRAM FOR ALIGNING UNIVERSAL STRIPPING PUMP
DPMS	EOP		DIAG PRAIRIE MASKER SYS	AIR SYSTEMS DIAGRAM FOR PRAIRIE MASKER SYSTEM
DPR	SDOSS		DIAGRAM FOR PUMP ROOM	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR PUMP ROOM
DPRA	SDOSS		DIAG SEW PUMP RM AT-SEA	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE PUMP ROOM AT-SEA PIPING ALIGNMENT

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
DPRC	SDOSS		DIAG SEWAGE PMP RM COLD IRON	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE PUMP ROOM COLD IRON PIPING ALIGNMENT
DPRI	SDOSS		DIAG SEW PUMP RM IN-PORT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE PUMP ROOM IN-PORT PIPING ALIGNMENT
DPRS	SDOSS		DIAG SEW PMP RM SECURE PIP ALG	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE PUMP ROOM SECURED PIPING ALIGNMENT
DPRT	SDOSS		DIAG SEW PUMP RM TRANSIT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE PUMP ROOM TRANSIT PIPING ALIGNMENT
DPSA	SDOSS		VALVE STATUS DIAGRAM	DIAGRAMS, CHARTS AND TABLES VALVE STATUS DIAGRAM, PLANT SPLIT BETWEEN GRPUPS-AFTER GROUP SPLIT, FORWARD GROUP CROSS-CONNECTED
DPSF	EOP	I	VALVE STATUS DIAGRAM	DIAGRAMS, CHARTS AND TABLES VALVE STATUS DIAGRAM, PLANT SPLIT BETWEEN GROUPS-FORWARD GROUP SPLIT, AFTER GROUP CROSS-CONNECTED
DPSX	EOP	I	DIAGRAM FOR PLANT SPLIT	DIAGRAMS, CHARTS AND TABLES DIAGRAM FOR PLANT SPLIT
DPTT	EOP		DIAG TURB TEMP LIMITS	CONSOLE DIAGRAM FOR POWER TURBINE TRANSIENT TEMPERATURE LIMITS FOR START-UP
DPU1	EOP		VALVE STAT DIA U/W 1 BOIL	DIAGRAMS, CHARTS AND TABLES VALVE STATUS DIAGRAM, UNDERWAY ONE BOILER (FORWARD GROUP OR AFTER GROUP)
DPUS	EOP		VALVE STATUS DIAGRAM	DIAGRAMS, CHARTS AND TABLES VALVE STATUS DIAGRAM, UNDERWAY
DPVG	EOP	I	DIAG ENG PLANT STM COND	DIAGRAMS, CHARTS AND TABLES DIAGRAM FOR ENGINEERING PLANT STEAMING CONDITIONS VERSUS OPTIMUM GENERATOR COMBINATIONS
DPWCS	EOP		DIAGRAM FOR POTABLE WTR CL SYS	FRESHWATER SYSTEMS DIAGRAM FOR POTABLE WATER COOLING SYSTEM
DPWP	EOP		DIAGRAM POTABLE WATER PUMPS	FRESHWATER SYSTEMS DIAGRAM FOR ALIGNING POTABLE WATER PUMPS
DPWS	EOP		DIAG POT WATER SYS	FRESHWATER SYSTEMS DIAGRAM FOR POTABLE WATER SYSTEM
DPWT	EOP		DIA FOR POT WATER TRAN SYS	DISTILLATE TRANSFER SYSTEM DIAGRAM FOR POTABLE WATER TRANSFER SYSTEM
DR10	EOP		DIAG STEAM RDCR INLET/10 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/10 PSI)
DR10-B	EOP		DIAG ALIGN STM RDCR 135/10 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (135/10 PSI)
DR100	EOP		DIAG STEAM RDCR INLET/100 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE /100 PSI)

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
DR125	EOP		DIA ALGN STM RDCR INLET/125 PS	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/125 PSI)
DR13	EOP		DIAG STEAM RDCR INLET/13 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET/13 PSI)
DR135	EOP		DIAG STEAM RDCR INLET/135 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/135 PSI)
DR135-A	EOP	I	DIAG ALIGN STM RDCR 600/135PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (600/135 PSI)
DR135-B	EOP		DIAG ALIGN STM RDCR 1200/135	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (1200/135 PSI)
DR15	EOP		DIAG STEAM RDCR INLET/15 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/15 PSI)
DR150	EOP		DIAG STEAM RDCR INLET/150 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/150 PSI)
DR150-A	EOP		DIAG ALIGN STM RDCR 600/150PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (600/150 PSI)
DR150-B	EOP		DIAG ALIGN STM RDCR1200/150PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (1200/150 PSI)
DR200	EOP		DIA ALGN STM RDCR INLET/200 PS	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/200 PSI)
DR275	EOP		DIAG STEAM RDCR INLET/275 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/275 PSI)
DR300	EOP		DIAG STEAM RDCR INLET/300 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/300 PSI)
DR5	EOP		DIAG STEAM RDCR INLET/5 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/5 PSI)
DR50	EOP		DIAG STEAM RDCR INLET/50 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/50 PSI)
DR50-B	EOP		DIAG ALIGN STM RDCR 150/50 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (150/50 PSI)
DR600	EOP		DIAG STEAM RDCR INLET/600 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (INLET PRESSURE/600 PSI)
DR600-A	EOP		DIAG ALIGN STM RDCR 1200/600	STEAM SYSTEMS DIAGRAM FOR ALIGNING STEAM REDUCER (1200/600 PSI)
DRA10	EOP		DIAG AUG STM RDCR INLET/10 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (INLET PRESSURE/ 10 PSI)
DRA10-A	EOP		DIAG AUG STM RDCR 150/10 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (150/10 PSI)
DRA12	EOP		DIAG AUG STM RDCR INLET/12 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (INLET PRESSURE/ 12 PSI)

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DRA12-A	EOP		DIAG AUG STM RDCR 150/12 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (150/12 PSI)
DRA12-B	EOP		DIAG AUG STM RDCR 1200/12 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (1200/12 PSI)
DRA13	EOP		DIAG AUG STM RDCR INLET/13 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (INLET PRESSURE/ 13 PSI)
DRA14	EOP		DIAG AUG STM RDCR INLET/14 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (INLET PRESSURE/ 14 PSI)
DRA14-A	EOP		DIAG AUG STM RDCR 1200/14 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (1200/14 PSI)
DRA14-B	EOP		DIAG AUG STM RDCR 150/14 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (150/14 PSI)
DRA15	EOP		DIAG AUG STM RDCR INLET/15 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (INLET PRESSURE/ 15 PSI)
DRA15-A	EOP		DIAG AUG STM RDCR 15O/15 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (150/15 PSI)
DRA15-B	EOP		DIAG AUG STM RDCR 600/15 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (600/15 PSI)
DRA8	EOP		DIAG AUG STM RDCR INLET/8 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (INLET PRESSURE/ 8 PSI)
DRA8.5	EOP		DIAG AUG STM RDCR INLET/8.5PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (INLET PRESSURE/ 8.5 PSI)
DRA8.5-A	EOP		DIAG AUG STM RDCR 1200/8.5 PSI	STEAM SYSTEMS DIAGRAM FOR ALIGNING AUGMENTING STEAM REDUCER (1200/8.5 PSI)
DRAST	EOP		DIAG HELO RECOVERY SYS	HELO RECOVERY SYSTEM DIAGRAM FOR ALIGNING RAST (HELICOPTER) RECOVERY SYSTEM
DRCS	AFOSS		DIAGRAM FOR RECLAIMATION SYS	JP-5 SYSTEMS DIAGRAM FOR RECLAIMATION SYSTEM
DREX	EOP		DIA ALIGN RED EXTRACTION	STEAM SYSTEMS DIAGRAM FOR ALIGNING REDUCER EXTRACTION
DRFS	EOP		DIAGRAM RES FDW TRANS SYS	FEEDWATER SYSTEMS DIAGRAM FOR RESERVE FEEDWATER TRANSFER SYSTEM
DRGCS	EOP		DIAG:RECTIFIER AND GEN COOL SY	GENERATOR DIAGRAM FOR RECTIFIER AND GENERATOR COOLING SYSTEM
DRLO	EOP		DIAG RED GEAR LO SYS	REDUCTION GEAR DIAGRAM FOR MAIN REDUCTION GEAR LUBRICATING OIL SYSTEM

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DRLOC	EOP		DIAGRAM RED GEAR LO CLR SYS	REDUCTION GEAR DIAGRAM FOR ALIGNING MAIN REDUCTION GEAR LUBE OIL COOLER
DRMS	EOP		DIA FOR RACER MIMIC SCREEN	LAND BASED TEST SITE DIAGRAM FOR RACER MIMIC SCREEN
DRO	EOP		DIAG:DESALINATION/REV OSMOSIS	FRESHWATER SYSTEMS DIAGRAM FOR DESALINATION PLANT, REVERSE OSMOSIS
DROM	EOP		DIAG:REVERSE OSMOSIS	FRESHWATER SYSTEMS DIAGRAM FOR REVERSE OSMOSIS DESALINATION DEMINERALIZER PLANT
DRP	EOP		DIAGRAM REFRIGERATION PLANT	REFRIGERATION SYSTEMS DIAGRAM FOR REFRIGERATION PLANT
DRPS	EOP		DIAG REFRIG PLANT SCHEMATIC	REFRIGERATION PLANT DIAGRAM FOR REFRIGERATION PLANT SCHEMATIC
DRSS	EOP		VALVE STATUS DIAGRAM	DIAGRAMS, CHARTS AND TABLES VALVE STATUS DIAGRAM , RECEIVING SHORE STEAM
DSA	EOP		DIAGRAM FOR STARTING AIR SYS	AIR SYSTEMS DIAGRAM FOR STARTING AIR SYSTEM
DSAA	EOP		DIAG: SEW DISP SYS AT-SEA ALIG	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL SYSTEM AT-SEA ALIGNMENT
DSAC	EOP		DIAG START AIR COMPRESSOR	AIR SYSTEMS DIAGRAM FOR START AIR COMPRESSOR
DSAD	EOP		DIAG: START AIR FOR DIESEL	AIR SYSTEMS DIAGRAM START AIR FOR DIESEL
DSAS	EOP		DIAG FOR SHIP AIR SYSTEMS	AIR SYSTEMS DIAGRAM FOR SHIP AIR SYSTEMS
DSAT	EOP		DIAG FOR ALIGNING SATURATOR	AIR SYSTEMS DIAGRAM FOR ALIGNING SATURATOR
DSBA	EOP	I	DIAG SEWAGE DISP SYS BALLASTNG	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL SYSTEM BALLASTING ALIGNMENT
DSBG	EOP	I	VALVE STATUS DIAGRAM	DIAGRAMS, CHARTS AND TABLES VALVE STATUS DIAGRAM, PLANT SPLIT BETWEEN GROUPS
DSBP	EOP		DIA ALGN BLG & FO TK ST PMP	FUEL OIL SYSTEMS DIAGRAM FOR ALIGNING BILGE AND FUEL OIL TANK STRIPPING PUMP
DSBS	EOP		DIA SHAFT BRAKE AIR SYSTEM	AIR SYSTEMS DIAGRAM FOR SHAFT BRAKE AIR SYSTEM
DSCA	SDOSS		DIAG SEWAGE RECEIVING SYS AFT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE RECEIVING SYSTEM AFT
DSCD	SDOSS		DIAG STM CONDENSATE DRN SYS	CONDENSATE SYSTEMS DIAGRAM FOR STEAM CONDENSATE DRAIN SYSTEM
DSCF	SDOSS		DIAG SEWAGE RECEIVING SYS FWD	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE RECEIVING SYSTEM FWD

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DSCH	EOP		DIAG ALIGN SUPERCHARGER	BOILER DIAGRAM FOR ALIGNING SUPER CHARGER
DSCHS	EOP		DIAG FOR STERN CLOS HYDR SYS	DIAGRAM FOR STERN CLOSURE HYDRAULIC SYSTEM
DSCI	EOP		DIAG SUB SEW REC SYS IN-PORT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SUBMARINE SEWAGE RECEIVING SYSTEM IN-PORT ALIGNMENT
DSCS	EOP		DIAG STEAM CONDITIONING STA	LAND BASED TEST SITE DIAGRAM FOR STEAM CONDITIONING STATION
DSDA	EOP		DIAG SEWAGE SYS AT-SEA	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL CHT SYSTEM AT-SEA ALIGNMENT
DSDC	EOP		DIAG SEWAGE CHT SYS COLD IRON	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL CHT SYSTEM COLD IRON ALIGNMENT
DSDG	EOP		DIAG:SEW DIS GREY WTR TRANS SY	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL AND GREY WATER COLLECTING, HOLDING AND TRANSFER SYSTEM
DSDI	EOP		DIAG SEWAGE CHT SYS IN-PORT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL CHT SYSTEM IN-PORT ALIGNMENT
DSDP	EOP		DIAG: SEWAGE DISPOSAL PUMP	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL PUMP
DSDS	EOP		DIAG SEWAGE DIS SYS STRB/PORT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISCHARGE SYSTEM STARBOARD/PORT ALIGNMENT
DSDT	EOP	I	DIAG SEWAGE DIS SYS TRNSF ALNM	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL SYSTEM TRANSFER ALIGNMENT
DSDU	EOP		DIAG FOR SEWAGE DISPOSAL UNIT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL UNIT
DSE	EOP		DIAG ALGN STEERING ENGINE	STEERING SYSTEMS DIAGRAM FOR ALIGNING STEERING ENGINE
DSF	EOP		DIAG SCRUBBER FLUID SCHEMATIC	LAND BASED TEST SITE DIAGRAM OF SCRUBBER FLUID SCHEMATIC
DSFC	EOP		DIAG STATIC FREQ CONV	ELECTRICAL SYSTEMS AND EQUIPMENT DIAGRAM FOR STATIC FREQUENCY CONVERTER
DSFG	EOP		DIAG SPEC FREQ GEN	SPECIAL FREQUENCY MOTOR GENERATORS DIAGRAM FOR SPECIAL FREQUENCY GENERATING SYSTEM (400 HZ)
DSFS	EOP		DIAGRAM FPR SPEC FREQUENCY SYS	SPECIAL FREQUENCY MOTOR GENERATORS DIAGRAM FOR SPECIAL FREQUENCY SYSTEM
DSG	EOP		DIAG ALIGN STEERING GEAR	STEERING SYSTEMS DIAGRAM FOR ALIGNING STEERING GEAR
DSGLO	EOP		DIA SLAVE GEAR LUBE OIL SYS	LAND BASED TEST SITE DIAGRAM FOR SLAVE GEAR LUBE OIL SYSTEM

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DSHT	EOP		DESUPERHEATER,OPERATE & SECURE	LAND BASED TEST SITE DESUPERHEATER
DSI	SDOSS		DIAG FOR SEW INCINERATOR PLANT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE INCINERATOR PLANT
DSIA	SDOSS		DIAG SEWAGE INCNRTR PLT AT-SEA	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE INCINERATOR PLANT AT-SEA ALIGNMENT
DSII	SDOSS		DIAG SEWAGE INCNRTR PLT IN-PRT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE INCINERATOR PLANT IN-PORT ALIGNMENT
DSIT	SDOSS		DIAG SEWAGE INCNRTR PLT TRANST	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE INCINERATOR PLANT TRANSIT ALIGNMENT
DSLO	SDOSS		DIAG SYNTHETIC LO SYS	LUBE OIL SYSTEMS DIAGRAM FOR SYNTHETIC LUBRICATING OIL SYSTEM
DSP	SDOSS		DIAG SEW TREAT PLT ALIGN	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE TREATMENT PLANT ALIGNMENT
DSPD	EOP		DIA SUPHTR PROTECTION DEV	STEAM SYSTEMS DIAGRAM FOR BOILER SUPERHEATER PROTECTION DEVICE
DSPO	EOP		DIAG SEWAGE TREATMENT PLT OPER	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE TREATMENT PLANT OPERATING ALIGNMENT
DSPR	EOP		DIAG SEWAGE DIS PMP RM PIPING	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL PUMP ROOM PIPING
DSPS	EOP		SHIP SERV PWR UNIT PIPING	GENERATOR DIAGRAM FOR SHIP SERVICE POWER UNIT PIPING SYSTEMS
DSPSA	EOP		DIAG SEWAGE TREATMENT PLT SEC	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE TREATMENT PLANT SECURED ALIGNMENT
DSRH	EOP		DIA ST TUR RED GEAR LUB OIL CH	REDUCTION GEAR DIAGRAM FOR STEAM TURBINE REDUCTION GEAR LUBRICATING OIL COOLER /HEATER
DSRL	EOP		DIA ST TUR RED GEAR LUB OIL SY	REDUCTION GEAR DIAGRAM FOR STEAM TURBINE REDUCTION GEAR LUBRICATING OIL SYSTEM
DSS	EOP		DIAG FOR SERVICE SYS 36-37	JP-5 SYSTEMS DIAGRAM FOR SERVICE SYSTEM 36-37
DSSA	EOP		DIAG SHIP SERVICE AIR SYS	AIR SYSTEMS DIAGRAM FOR SHIP SERVICE AIR SYSTEM
DSSC	EOP		DIAG FOR CATPLT SUPPORT SYS	CATAPULT DIAGRAM FOR CATAPULT SUPPORT SYSTEMS
DSSH	EOP		DIAG SEWAGE DIS SYS HOLDING	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL SYSTEM HOLDING ALIGNMENT
DSSI	EOP		DIAG SEWAGE DIS SYS IN-PORT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL SYSTEM IN-PORT ALIGNMENT
DSSM	SDOSS		DIAG: MACH SPACE SANITARY SYS	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR MACHINERY SPACE SANITARY SYSTEM

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DSSO	SDOSS		DIAG SEWAGE DIS SYS OVERBOARD	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL SYSTEM OVERBOARD ALIGNMENT
DSSS	SDOSS		DIAG SERVICE STEAM SYS	STEAM SYSTEMS DIAGRAM FOR SERVICE STEAM SYSTEM
DSST	SDOSS		DIAG SEWAGE DIS SYS TREATMENT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL SYSTEM TREATMENT ALIGNMENT
DST	EOP		DIA ALGN SURGE TANK	LAND BASED TEST SITE DIAGRAM FOR ALIGNING SURGE TANK
DSTA	EOP		DIAG SEWAGE SYS TRANSIT	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL CHT SYSTEM TRANSIT ALIGNMENT
DSTF	SDOSS		DIAG FOR SEW DIS SYS TRICKLE	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL SYSTEM TRICKLE FLUSH
DSTH	EOP		DIA ST LO COOLER/HEATER	LUBE OIL SYSTEMS DIAGRAM FOR STEAM TURBINE LUBRICATING OIL COOLER/HEATER
DSTL	EOP		DIA ST TUR LUB OIL SYSTEM	LUBE OIL SYSTEMS DIAGRAM FOR STEAM TURBINE LUBRICATING OIL SYSTEM
DSTR	EOP		DIAG: SEW DISP SYS TRAN ALIGN	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SEWAGE DISPOSAL SYSTEM TRANSIT ALIGNMENT
DSTS	EOP		DIA ST TUR SUPPORT SYSTEMS	LAND BASED TEST SITE DIAGRAM FOR STEAM TURBINE SUPPORT SYSTEMS
DSTW	EOP		DIA STERN TU COOL AND SEA	STERN TUBE DIAGRAM FOR STERN TUBE COOLING AND SEAL WATER
DSULO	EOP		DIAG STEP UP GEAR LO SYSTEM	LUBE OIL SYSTEMS DIAGRAM FOR STEP UP GEAR LUBE OIL SYSTEM
DSW	EOP		DIAGRAM SHIPS WHISTLE	SHIP'S WHISTLE DIAGRAM FOR ALIGNING SHIPS WHISTLE
DSWD	SDOSS		DIAG FOR SOIL&WASTE DRAIN SYS	SEWAGE DISPOSAL SYSTEMS DIAGRAM FOR SOIL AND WASTE DRAIN SYSTEM
DSWH	EOP		DIA ST TUR WB LUB OIL COOL/HET	LAND BASED TEST SITE DIAGRAM FOR STEAM TURBINE WATERBRAKE LUBRICATING OIL COOLER/HEATER
DSWL	EOP		DIA ST TUR WB LUB OIL SYSTEM	WATER BRAKE SYSTEM DIAGRAM FOR STEAM TURBINE WATERBRAKE LUBRICATING OIL SYSTEM
DSWP	EOP		DIAG FOR AUX SEAWATER PMP	SEAWATER SYSTEMS DIAGRAM FOR AUXILIARY SEAWATER PUMP
DSWS	EOP		DIAGRAM SEAWATER COOLING SY	SEAWATER SYSTEMS DIAGRAM FOR SEAWATER COOLING SYSTEM
DTAHO	EOP		DIA TORQUE APPLIER HYD OIL SYS	LAND BASED TEST SITE DIAGRAM FOR TORQUE APPLIER HYDRAULIC OIL SYSTEM
DTALO	EOP		DIA TORQUE APPLIER LUBE OIL SY	LAND BASED TEST SITE DIAGRAM FOR TORQUE APPLIER LUBE OIL SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
DTCP	AFOSS		DIAG FOR JP-5 JET TST CELL PMP	JP-5 SYSTEMS DIAGRAM FOR JP-5 JET TEST CELL PUMP
DTCS	EOP		DIAGRAM TOWER CLG SYS	COOLING WATER SYSTEMS DIAGRAM FOR TOWER COOLING SYSTEM
DTCWS	AFOSS		DIAG FOR TACTAS COOLING WATER	COOLING WATER SYSTEMS DIAGRAM FOR TACTAS COOLING WATER
DTDS	EOP		DIAGRAM TRENCH DRAINAGE SYS	LAND BASED TEST SITE DIAGRAM FOR TRENCH DRAINAGE SYSTEM
DTGLO	EOP		DIA TEST GEAR LUBE OIL SYS	LAND BASED TEST SITE DIAGRAM FOR TEST GEAR LUBE OIL SYSTEM
DTGP	EOP		DIAGRAM TURBOGEN PIPING SYS	GENERATOR DIAGRAM FOR ALIGNING TURBOGENERATOR PIPING SYSTEMS
DTIC	CFOSS		DIAGRAM FOR C02 INDICATOR	MOGAS SYSTEMS DIAGRAM FOR PORTABLE CARBON DIOXIDE INDICATOR
DTOP	EOP		DIAG PROP TURB OP PARA	CONSOLE DIAGRAM FOR PROPULSION TURBINE OPERATING PARAMETERS
DTP	EOP		DISTILLATE TRANSFER PUMP	DISTILLATE TRANSFER SYSTEM DISTILLATE TRANSFER PUMP
DTPS	EOP		DIAG EMER GAS TURB GEN SYS	GENERATOR DIAGRAM FOR EMERGENCY GAS TURBINE GENERATOR PIPING SYSTEM
DTS	EOP		DIAGRAM FOR TRAN SYS PG 25-27	JP-5 SYSTEMS DIAGRAM FOR TRANSFER SYSTEM PAGES 25-27
DTSC	EOP		DIAG FO TK SW COMP SYS	SEAWATER SYSTEMS DIAGRAM FOR FUEL OIL TANK SEAWATER COMPENSATING SYSTEM
DTSL	EOP		DIAG TK SOUNDING TUBE LOC	FUEL OIL SYSTEMS DIAGRAM FOR TANK SOUNDING TUBE LOCATION
DTSP	EOP		DIAG FOR TRANS SYS PUMPS 26-28	JP-5 SYSTEMS DIAGRAM FOR TRANSFER SYSTEM PUMPS 26-28
DTST	EOP		DIAG FOR TRANSFER SYS TK 23-25	JP-5 SYSTEMS DIAGRAM FOR TRANSFER SYSTEM TANKS 23-25
DUUR	EOP		VALVE STATUS DIAG, UNDWY READY	DIAGRAMS, CHARTS AND TABLES VALVE STATUS DIAGRAM, UNDERWAY READY
DVA	EOP		DIAGRAM VITAL AIR SYSTEM	AIR SYSTEMS DIAGRAM FOR VITAL AIR SYSTEM
DVAC	EOP		DIAG VITAL/NONVIT AIR COMP	AIR SYSTEMS DIAGRAM FOR ALIGNING VITAL/NONVITAL AIR COMPRESSOR
DVFS	CFOSS		DIAM VEHICLE FUEL STA	MOGAS SYSTEMS DIAGRAM FOR VEHICLE FUELING STATION
DVNA	EOP		DIAG VITAL/NONVITAL AIR SYS	AIR SYSTEMS DIAGRAM FOR VITAL/NONVITAL AIR SYSTEM

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DVPS	EOP		DIAGRAM FOR VACUUM PRIMING PMP	DIAGRAM FOR VACUUM PRIMING PUMP
DVSP	EOP		DIAG:CYCLOIDAL PITCH PROPEL SY	STEERING SYSTEMS DIAGRAM FOR CYCLOIDAL PITCH PROPELLER SYSTEM
DWB	EOP		DIAGRAM WATER BRAKE	WATER BRAKE SYSTEM DIAGRAM FOR WATERBRAKE
DWC	EOP		DENG DISTILLED WTR CHG ALGN	FRESHWATER SYSTEMS DIESEL ENGINE DISTILLED WATER CHARGING SYSTEM ALIGNMENT
DWDE	EOP		DIAG WAUKESHA DIESEL ENGINE	LAND BASED TEST SITE DIAGRAM FOR WAUKESHA DIESEL ENGINE
DWDT	EOP		DIA ALING WSTE WTR DRAINS	DRAIN AND WASTE WATER SYSTEMS DIAGRAM FOR ALIGNING WASTE WATER DRAIN TANK
DWFS	EOP		DIAGRAM FOR WATER FILL SYSTEM	LAND BASED TEST SITE DIAGRAM FOR WATER FILL SYSTEM.
DWHB	EOP		DIAG WASTE HEAT BOILER	WASTE HEAT SYSTEMS DIAGRAM FOR WASTE HEAT BOILER
DWHH	EOP		DIAGRAM WASTE HEAT HEATER	WASTE HEAT SYSTEMS DIAGRAM FOR WASTE HEAT HEATER
DWHS	EOP		DIAG WASTE HEAT SYSTEM	WASTE HEAT SYSTEMS DIAGRAM FOR WASTE HEAT SYSTEM
DWLP	EOP		DIAG WATER BRAKE LO PURF SYS	WATER BRAKE SYSTEM DIAGRAM FOR WATER BRAKE LUBE OIL PURIFYING SYSTEM
DWOD	EOP		DIAG WASTE OIL DRAIN SYS	DRAIN AND WASTE WATER SYSTEMS DIAGRAM FOR WASTE OIL DRAIN SYSTEM
DWOT	EOP		DIAG:WASTE OIL TRANSFER SYS	OILY WASTE SYSTEM DIAGRAM FOR WASTE OIL TRANSFER SYSTEM
DWS	EOP		DISTILLED WATER SYSTEM	DISTILLATE TRANSFER SYSTEM DISTILLED WATER SYSTEM
DWSS	CFOSS		DIAG FOR SEAWATER SERV SYS	MOGAS SYSTEMS DIAGRAM FOR SEAWATER SERVICE SYSTEM
DWT	EOP		DISTILLED WATER TANK	DISTILLATE TRANSFER SYSTEM DISTILLED WATER TANK
DWTRS	EOP		DIAGRAM DISTILLED WATER SYSTEM	DISTILLATE TRANSFER SYSTEM DIAGRAM DISTILLED WATER SYSTEM
DWWD	EOP		DIAGRAM FOR WASTE WATER DRAINS	DRAIN AND WASTE WATER SYSTEMS DIAGRAM FOR WASTE WATER DRAINS
DWWS	EOP		DIAGRAM WATER WASH SYSTEM	FRESHWATER SYSTEMS DIAGRAM FOR WATER WASH SYSTEM
E11A	EOP		PREP ENGINEROOM FOR AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION, AFTER TO FORWARD PLANT OR FORWARD TO AFTER PLANT

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
E11AM	EOP		PRO AUX MAIN COND F/A PLANT	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) AFTER TO FORWARD PLANT OR FORWARD TO AFTER PLANT.
E12A	EOP		AUX OP 1MMR TO AUX OP 2MMRS	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (ONE MMR) TO AUXILIARY OPERATION (TWO MMR'S)
E1AAS	EOP		PRO AUX OP TO REC SHOR SERV	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (AUXILIARY BOILER) TO RECEIVING SHORE SERVICES
E1AS	EOP		PRO FR AUX OP TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO RECEIVING SHORE SERVICES
E1ASM	EOP		AUX OPERATION (MN COND) TO REC	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSOR) TO RECEIVING SHORE SERVICES
E1AU	EOP		PRO FR AUX OP TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION, AUXILIARY BOILER, TO UNDERWAY
E21A	EOP		AUX OP 2MMRS TO AUX OP 1MMR	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO MMR'S) TO AUXILIARY OPERATION (ONE MMR)
E2AU	EOP		AUX OP 2MMRS TO U/W 4 BLR	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO PLANTS) TO UNDERWAY
E2AU2	EOP		AUX OP 2MMRS TO U/W 6/8 BLR	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO MMR'S) TO UNDERWAY, SIX/EIGHT BOILERS
E2BS	EOP		PRE ADD BLR OPER, BLR STM BLAN	OPERATIONAL PROCEDURES PREPARING ADDITIONAL BOILER FOR OPERATION, BOILER UNDER STEAM BLANKET
E2U4	EOP		PRO FR 2 BOIL TO 4 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TWO BOILERS (PLANT CROSS-CONNECTED) TO UNDERWAY FOUR BOILERS (PLANTS SPLIT)
E4U2	EOP		PRO 4 BOIL 2 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY FOUR BOILERS (PLANTS SPLIT) TO UNDERWAY TWO BOILERS (PLANT CROSS-CONNECTED)
EA2S	EOP		PRO FR AUX OP TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO PLANTS) TO RECEIVING SHORE SERVICES
EAMTU	EOP		PRO AUX MAIN COND TO UNDERWAY	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) TO UNDERWAY
EATS	EOP		PRO AUX OPS/REC SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO RECEIVING SHORE SERVICES

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
EATSM	EOP		PRO AUX MAIN COND TO SHOR SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) TO RECEIVING SHORE SERVICES
EATU	EOP		PRO FR AUX OP TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO UNDERWAY
EBRT	EOP		RES FD XFR & EMER FD PMP	FEEDWATER SYSTEMS RESERVE FEED TRANSFER AND EMERGENCY FEED BOOSTER PUMP
EBWL	EOP		EST BOIL LIGHTOFF WATER LEV	BOILER ESTABLISH BOILER LIGHTOFF WATER LEVEL
EBWLC	EOP		ESTAB BOILER WATER LEV	BOILER ESTABLISH BOILER LIGHTOFF WATER LEVEL, COLD BOILER
EBWLS	EOP		ESTAB BOILER WATER LEV	BOILER ESTABLISH BOILER LIGHTOFF WATER LEVEL, BOILER UNDER STEAM BLANKET
ECMA	EOP	I	PREP FOR BOILER CASUALTY	CASUALTY RESTORATION PROCEDURES PREPARING FOR MAIN ENGINE AND AUXILIARY OPERATION FROM A BOILER CASUALTY
ECR	EOP		ELECTRONIC COOLING WTR RADAR	COMBAT SUPPORT SYSTEMS ELECTRONIC COOLING WATER (RADAR)
ECS	EOP		ELECTRONIC COOLING WATER SONAR	COMBAT SUPPORT SYSTEMS ELECTRONIC COOLING WATER (SONAR)
ECTEU	EOP		PRO FR BOILER CAS TO ECONY U/W	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A BOILER CASUALTY TO ECONOMY UNDERWAY
ECTU	EOP		PRO FR BOILER CAS TO U/W	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A BOILER CASUALTY TO UNDERWAY
ECU	EOP		PREP FOR ME CASUALTY	CASUALTY RESTORATION PROCEDURES PREPARING FOR MAIN ENGINE OPERATION FROM A CASUALTY
ECUF	EOCC		EXEC CONT UNIT FAILURE	CONSOLE CASUALTIES EXECUTIVE CONTROL UNIT (ECU) FAILURE
ECW	EOP		ELECT COOLING WATER TDS MK 92	COMBAT SUPPORT SYSTEMS ELECTRONIC COOLING WATER (TDS MK 92 SYSTEM)
ECWT	EOP		ELECTRONIC COOLING WATER CWI	COMBAT SUPPORT SYSTEMS ELECTRONIC COOLING WATER (CWI TRANSMITTER SYSTEM)
ED	EOP		EDUCTOR	EDUCTOR
EDAD	EOP	I	ELEC AIR DEH OPER AND SECUR	AIR SYSTEMS ELECTRONIC AIR DEHYDRATOR
EDAO	EOP		EMERGENCY DIESEL GENERATOR	DIESEL GENERATOR EMERGENCY DIESEL GENERATOR
EDAS	EOP		ALIGNING & SECURING 137-138	JP-5 SYSTEMS EDUCTOR

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
EDAV	EOP		ELEC DRY AIR SYS VALIDATION	AIR SYSTEMS ELECTRONIC DRY AIR SYSTEMS VALIDATION
EDB	EOP		EMERGENCY DRAINBACK	JP-5 SYSTEMS EMERGENCY DRAINBACK
EDFS	EOP		SHIFT ELEC FROM DRY TO SHORE	SWITCHBOARD PROCEDURES EMERGENCY DIESEL GENERATOR - SHIFTING ELECTRICAL LOAD FROM DRYDOCK TO SHORE
EDGSS	EOP		ALIGN EMER DSL GEN SUP SYS	DIESEL GENERATOR ALIGNING EMERGENCY DIESEL GENERATOR SUPPORT SYSTEM
EDMO	EOP		EMERGENCY DIESEL GENERATOR	DIESEL GENERATOR EMERGENCY DIESEL GENERATOR
EDO	EOP		ELEVATOR DOOR OPERATION	ELEVATOR DOOR OPERATION
EDPG	EOP		PLACE EMERG DIESEL GEN IN PARA	SWITCHBOARD PROCEDURES EMERGENCY DIESEL GENERATOR - PARALLELING AND OPERATING
EDRL	EOP		REMOVE ELEC FRO EMERG DIES GEN	SWITCHBOARD PROCEDURES EMERGENCY DIESEL GENERATOR - REMOVING ELECTRICAL LOAD
EDSL	EOCC		ENGAGE&DISENGAGE SHAFT LINE LK	ABNORMAL OPERATING CONDITIONS ENGAGING AND DISENGAGING SHAFT LINE LOCK (GET HOME DEVICE)
EDSS	EOP		DIAG ENGINE ROOM SPACE STAT	ALIGNING EMERGENCY DIESEL GENERATOR SUP SYS DIAGRAM FOR ENGINE ROOM SPACE STATUS
EDSV	EOP		ELCT DIST SYS VAL SYS ALIGN	ELECTRICAL SYSTEMS AND EQUIPMENT ELECTRICAL DISTRIBUTION SYSTEM-VALIDATING SYSTEM ALIGNMENT
EDTA	EOP		CONTINUOS BOILER FW TRTMT SYST	FEEDWATER SYSTEMS CONTINUOUS BOILER FEEDWATER TREATMENT SYSTEM
EDTD	EOP		SHIFT FROM SHORE PWR TO DRYDCK	SWITCHBOARD PROCEDURES EMERGENCY DIESEL GENERATOR - SHIFTING ELECTRICAL LOAD FROM SHORE TO DRYDOCK'S POWER
EECA	EOP		PRO FR MAIN ENG CAS	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A MAIN ENGINE CASUALTY TO AUXILIARY OPERATION, AUXILIARY BOILER
EECU	EOP		PRO FR MAIN ENG CAS TO U/W	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A MAIN ENGINE CASUALTY TO UNDERWAY
EFBT	EOP		RES FD XFR EMER BSTR PMP	FEEDWATER SYSTEMS RESERVE FEED TRANSFER AND EMERGENCY FEED BOOSTER PUMP
EFOPR	EOP		EMERG FUEL OIL SVC TRANS PUMP	FUEL OIL SYSTEMS EMERGENCY FUEL OIL SERVICE AND TRANSFER PUMP (RECIPROCATING)
EFPD	EOP		EMERG FIRE PUMP DIESEL-DRIVEN	FIREMAIN SYSTEM EMERGENCY FIRE PUMP, DIESEL-DRIVEN

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EFPR	EOP		EMERG FEEDWATER PUMP RECIP	FEEDWATER SYSTEMS EMERGENCY FEEDWATER PUMP (RECIPROCATING)
EGCU	EOP		PRO MN RED GEAR/SFT CASTY UNDE	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM MAIN REDUCTION GEAR/SHAFTING CASUALITY TO UNDERWAY
ELB	EOP		ALIGNING OPERATION SECURING	ELECTRICAL SYSTEMS AND EQUIPMENT ELECTRIC LOAD BANK
ELBC	EOP		ELEC LOAD BANK CONTROL PANEL	ELECTRICAL SYSTEMS AND EQUIPMENT ELECTRICAL LOAD BANK CONTROL PANEL
ELMC	EOP		EMERG LOCAL MANUAL CONTROL	OPERATIONAL PROCEDURES EMERGENCY LOCAL MANUAL CONTROL
EMC	EOP		EMERGENCY MANUAL CONTROL	LAND BASED TEST SITE EMERGENCY MANUAL CONTROL
EMCU	EOP		EMERGENCY MANUAL CONTROL UNIT	MAIN ENGINE CASUALTIES EMERGENCY MANUAL CONTROL UNIT
ENCTU	EOP		PRO NONRESTOR SING BOIL CAS	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A NONRESTORABLE SINGLE BOILER CASUALTY TO UNDERWAY
ENCWU	EOP		PRO NONRESTORE CAS, UNDERWAY	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A NONRESTORABLE SINGLE BOILER CASUALTY, BOILER UNDER STEAM BLANKET, WHILE UNDERWAY
EOT	EOP		ENG ORDER TELEGRAPH TESTING	CONSOLE ENGINE ORDER TELEGRAPH INDICATOR-TESTING
EPA	EOP	I	PREP FOR AUX PLANT OP	OPERATIONAL PROCEDURES PREPARING FOR AUXILIARY PLANT OPERATION
EPAO	EOP		ELECTRIC PLANT CONT CONSOLE	CONSOLE ELECTRIC PLANT CONTROL CONSOLE-PLACING IN STANDBY FOR AUTOMATIC OPERATION AND SECURING
EPAS	EOP	I	SEC AUX OP TO SHORE SERV	OPERATIONAL PROCEDURES SECURING FROM AUXILIARY OPERATION TO SHORE SERVICES
EPCT	EOP		ELECTRIC PLANT CONT CONSOLE	CONSOLE ELECTRIC PLANT CONTROL CONSOLE-TESTING
EPI	EOP		EMER POWER INVERTER	LAND BASED TEST SITE EMERGENCY POWER INVERTER
EPTV	EOP		EXCESSIVE PROP TUR VIBRATIO	MAIN ENGINE CASUALTIES EXCESSIVE PROPULSION TURBINE (GT) VIBRATION
ERCFS	EOP		RESTORE FROM CLASS C FIRE SWBD	CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A SWITCHBOARD
ES1A	EOP		PRO SHO SER TO AUX OPS	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
ES1AC	EOP		PRO FR SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER
ES1ACM	EOP		PRO SHOR SER TO AUX MAIN COND	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SREVICES TO AUXILIARY OPERATION, COLD BOILER (MAIN CONDENSER).
ES1AE	EOP		PRO FR SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, EMERGENCY, PRESSURIZED MACHINERY ROOM
ES1AM	EOP		REC SHORE TO AUX OPER(MN COND)	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION (MAIN CONDENSOR)
ES1AS	EOP		PRO FR SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER SHORE STEAM BLANKET
ES1ASM	EOP		PRO SHOR SER TO AUX MAIN COND	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER STEAM BLANKET (MAIN CONDENSER).
ES1U	EOP		PRO FR SHORE SER TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY
ES1UC	EOP		PRO FR SHORE SER TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, COLD BOILER
ES1US	EOP		PRO FR SHORE SER TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, BOILER UNDER SHORE STEAM BLANKET
ES2AC	EOP		PRO FR SHORE SERV TO AUX COLD	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES, COLD BOILER (TWO PLANTS) TO AUXILIARY OPERATION
ES2AE	EOP		PRO REC SHORE SER AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, EMERGENCY, PRESSURIZED FIREROOM (TWO PLANTS)
ES2AS	EOP		PRO FR SHORE SERV TO AUX	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES, BOILER UNDER SHORE STEAM BLANKET (TWO PLANTS) TO AUXILIARY OPERATION
ESA	EOP	I	SEC FROM AUX PLANT OP	OPERATIONAL PROCEDURES SECURING FROM AUXILIARY PLANT OPERATION
ESAB	EOP		SECURING ADDITIONAL BOILER	OPERATIONAL PROCEDURES SECURING ADDITIONAL BOILER
ESAO	EOP		EMERGENCY GENERATOR SWBD	EMERGENCY GENERATOR SWITCHBOARD-PLACING IN STANDBY FOR AUTOMATIC OPERATION

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
ESC	EOP		EQUIPMENT STATUS CHART	DIAGRAMS, CHARTS AND TABLES EQUIPMENT STATUS CHART
ESFS	EOP		EMERSWBD SHFT FM SHIP TO SHORE	SWITCHBOARD PROCEDURES EMERGENCY GENERATOR SWITCHBOARD-SHIFTING ELECTRICAL LOAD FROM SHIP TO SHORE POWER
ESM	EOP	I	SECURING FROM ME OPERATION	OPERATIONAL PROCEDURES SECURING FROM MAIN ENGINE OPERATION
ESMA	EOP	I	SEC FROM ME AND AUX OP	OPERATIONAL PROCEDURES SECURING FROM MAIN ENGINE AND AUXILIARY OPERATION
ESMO	EOP		EMERG GENERATOR SWTCHBRD MANU	LAND BASED TEST SITE EMERGENCEY GENERATOR SWITCHBOARD MANUAL OPERATION
ESMU	EOP		SEC A MAIN ENG UNDERWAY	CASUALTY RESTORATION PROCEDURES SECURING A MAIN ENGINE UNDERWAY
ESTA	EOP		PRO REC SHORE SER TO AUX OPER	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION
ESTAC	EOP		PRO REC SHORE SER AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER
ESTACM	EOP		FROM SHORE SER TO AUX BLR	OPERATIONAL PROCEDURES PROCEEDING FROM SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER (MAIN CONDENSER)
ESTAS	EOP		PRO REC SHORE SER AUX OPS	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER SHORE STEAM BLANKET
ESTASM	EOP		FROM SHORE SER TO AUX BLR	OPERATIONAL PROCEDURES PROCEEDING FROM SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER SHORE STEAM BLANKET (MAIN CONDENSER)
ESTS	EOP		EMERSWBD SHFT FM SHORE TO SHIP	SWITCHBOARD PROCEDURES EMERGENCY GENERATOR SWITCHBOARD-SHIFTING ELECTRICAL LOAD FROM SHORE TO SHIP POWER
ESTU	EOP		PRO REC SHORE SER TO UNWAY	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY
ESTUC	EOP		PRO REC SHORE SER U/W	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, COLD BOILER
ESTUS	EOP		PRO REC SHORE SER U/W ST BL	OPERATIONAL PROCEDURES PRODEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, BOILER UNDER SHORE STEAM BLANKET
ESU2	EOP		PRO 4 BLR TO 6/8 BLR U/W	OPERATIONAL PROCEDURES PROCEEDING FROM FOUR BOILERS, ONE IN EACH MAIN MACHINERY ROOM (MMR) TO UNDERWAY, SIX/EIGHT BOILERS

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
ETAO	EOP		EMERGENCY GAS TURB GEN	GENERATOR EMERGENCY GAS TURBINE GENERATOR* PLACING IN STANDBY FOR AUTOMATIC OPERATION AND SECURING
ETOSS	CFOSS		EXPLOSIMETER: TESTING	MOGAS SYSTEMS EXPLOSIMETER
EU12B	EOP		PRO 1 BLR TO 2 BLR U/W	OPERATIONAL PROCEDURES PROCEEDING FROM ONE BOILER OPERATION TO TWO BOILER OPERATION UNDERWAY (PLANT SPLIT)
EU1A	EOP		PRO FR U/W TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION (AUXILIARY BOILER)
EU1S	EOP		PRO FR U/W TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO RECEIVING SHORE SERVICES
EU21B	EOP		PRO 2 BOIL TO 1 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING FROM TWO BOILER OPERATION TO ONE BOILER OPERATION UNDERWAY (PLANT CROSS-CONNECTED)
EU2A	EOP		PRO FR U/W TO AUX OP 2MMRS	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION (TWO PLANTS)
EUG	EOP		EOSS USERS GUIDE	MASTER PLANT PROCEDURES ENGINEERING OPERATIONAL SEQUENCING SYSTEM (EOSS) USERS GUIDE
EULC	EOP		PRO U/W LOCAL MANUAL CONT	OPERATIONAL PROCEDURES PROCEEDING TO UNDERWAY, LOCAL MANUAL CONTROL
EURU	EOP		PRO U/W RED ST. TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS TO UNDERWAY
EURU-A	EOP		PRO U/W RED ST. TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS (SHAFT TRAILING) TO UNDERWAY
EURU-B	EOP		PRO U/W RED ST, TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS (WITHOUT SHAFT TRAILING) TO UNDERWAY
EUTA	EOP		PRO FR U/W TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION
EUTAM	EOP		PRO UNDERWAY TO AUX MAIN COND	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION (MAIN CONDENSER)
EUTS	EOP		PRO U/W REC SHORE SERVICE	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO RECEIVING SHORE SERVICES
EUUR	EOP		PRO UNDERWAY TO UNDERWAY READY	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO UNDERWAY READY STATUS
EV	EOP		DISTILLING PLANT	FRESHWATER SYSTEMS DISTILLING PLANT

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
EWD	EOP		ELLIS & WATTS DEMINERALIZER:	LAND BASED TEST SITE ELLIS & WATTS DEMINERALIZER
EWTC	EOP		ENGINEER CHECKOFF LIST	MASTER PLANT PROCEDURES ENGINEERING WALK-THROUGH CHECKOFF LIST
F11A	EOP		PREP FIREROOM FOR AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION, AFTER TO FORWARD PLANT OR FORWARD TO AFTER PLANT
F11AM	EOP		PRO AUX MAIN COND F/A PLANT	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) AFTER TO FORWARD PLANT OR FORWARD TO AFTER PLANT.
F12A	EOP		AUX OP 1MMR TO AUX OP 2MMRS	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (ONE MMR) TO AUXILIARY OPERATION (TWO MMR'S)
F1AAS	EOP		PRO FR AUX OP TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (AUXILIARY BOILER) TO RECEIVING SHORE SERVICES
F1AS	EOP		PRO FR AUX OP TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO RECEIVING SHORE SERVICES
F1ASM	EOP		AUX OPERATION(MN COND) TO REC	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSOR) TO RECEIVING SHORE SERVICES
F1AU	EOP		PRO FR AUX OP TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (AUXILIARY BOILER) TO UNDERWAY
F21A	EOP		AUX OP 2MMRS TO AUX OP 1MMR	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO MMR'S) TO AUXILIARY OPERATION (ONE MMR)
F2AU	EOP		AUX OP 2MMRS TO U/W 4 BOIL	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO PLANTS) TO UNDERWAY
F2AU2	EOP		AUX OP 2MMRS TO U/W 6/8 BOI	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO MMR'S) TO UNDERWAY SIX/EIGHT BOILERS
F2BS	EOP		PRE ADD BLR OPER, BLR STM BLAN	OPERATIONAL PROCEDURES PREPARING ADDITIONAL BOILER FOR OPERATION, BOILER UNDER STEAM BLANKET
F2U4	EOP		PRO 2 BOIL 4 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TWO BOILERS (PLANT CROSS-CONNECTED) TO UNDERWAY FOUR BOILERS (PLANTS SPLIT)
F4U2	EOP		PRO 4 BOIL 2 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY FOUR BOILERS (PLANTS SPLIT) TO UNDERWAY TWO BOILERS (PLANT CROSS-CONNECTED)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
FA	EOP		SERV STATION: FUELING AIRCRAFT	JP-5 SYSTEMS SERVICE STATIONS-FUELING AIRCRAFT
FA2S	EOP		PRO FR AUX OP TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO PLANTS) TO RECEIVING SHORE SERVICES
FABL	EOP		PREP ADDITIONAL BLR FOR OP	OPERATIONAL PROCEDURES PREPARING ADDITIONAL BOILER IN SPACE FOR OPERATION
FABO	EOP		PREP ADDITIONAL BLR FOR OP	OPERATIONAL PROCEDURES PREPARING ADDITIONAL BOILER FOR OPERATION
FABS	EOP		SECURING FIRST BOILER	OPERATIONAL PROCEDURES SECURING FIRST BOILER IN SPACE
FACG	EOP		CL C FIRE IN AC GENERATOR	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN AC GENERATOR
FACS	EOP		CL C FIRE IN AC SWBD	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN AC SWITCHBOARD
FAMTU	EOP		PRO AUX MAIN COND TO UNDERWAY	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) TO UNDERWAY
FATS	EOP		PRO AUX OPS/REC SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO RECEIVING SHORE SERVICES
FATSM	EOP		PRO AUX MAIN COND TO SHOR SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) TO RECEIVING SHORE SERVICES
FATU	EOP		PRO FROM AUX OP TO UNDERWAY	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO UNDERWAY
FBAC	EOCC		FIRE IN BOILER AIR CASING	BOILER CASUALTIES FIRE IN BOILER AIR CASING
FBACE	EOCC		FIRE IN BOILER AIR CASING ECON	BOILER CASUALTIES FIRE IN BOILER AIR CASING ECONOMY
FBBP	EOP		FIRE BILGE BALLAST PUMP	FIREMAIN SYSTEM FIRE, BILGE AND BALLAST PUMP (RECIPROCATING)
FBCB	EOP	I	PREP FIRST BOILER FOR OP	OPERATIONAL PROCEDURES PREPARING FIRST BOILER ON SHIP FOR OPERATION, COLD BOILER
FBEA	EOP		FUELING SMALL BOATS	JP-5 SYSTEMS FUELING SMALL BOATS, EMERGENCY TANKS AND AUXILIARY TANKS
FBEMT	EOP		FCO: BALLASTING EMPTY GAS FREE	MOGAS SYSTEMS FUEL CONTROL OFFICER-BALLASTING EMPTY GAS FREE MOGAS TANK
FBHB	EOP	I	BOT AND HDR BLOWING BOILER	BOILER BOTTOM AND HEADER BLOWING THE BOILER
FBP	EOP		FIRE & BILGE PMP OPERATION	FIREMAIN SYSTEM FIRE AND BILGE PUMP (RECIPROCATING)

APPENDIX F

Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
FBSB	FOSS	I	PREP FIRST BOILER FOR OP	BOILER PREPARING FIRST BOILER IN SHIP FOR OPERATION, BOILER UNDER SHORE STEAM BLANKET
FBT	FOSS	I	BLOWING TUBES	BOILER BLOWING TUBES
FCC	FOSS		DIAG: FUEL CONTROL CONSOLE	SYSTEM DIAGRAMS DIAGRAM FOR FUEL CONTROL CONSOLE
FCCL	CFOSS		FUEL CONTR OFF:CHECK-OFF LIST	MOGAS SYSTEMS FUEL CONTROL OFFICER-COMMAND CHECK-OFF LIST
FCDR	AFOSS		FUELING CREW	JP-5 SYSTEMS FUELING CREW-DUTIES AND RESPONSIBILITIES WHILE FUELING
FCP	AFOSS		FO CONT PNL ALIGN OPS, TEST	CONSOLE FUEL OIL CONTROL PANEL
FCTEU	EOP		PRO FR BOILER CAS TO ECONY U/W	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A BOILER CASUALTY TO ECONOMY UNDERWAY
FCTU	EOP		PRO FR BOILER CAS TO U/W	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A BOILER CASUALTY TO UNDERWAY
FDA	AFOSS		DEFUELING AIRCRAFT	JP-5 SYSTEMS DEFUELING AIRCRAFT
FDBM	EOP		FORCED DRAFT BLOWER	BOILER FORCED DRAFT BLOWER, MOTOR-DRIVEN
FDBT	EOP		FORCED DRAFT BLOWER	BOILER FORCED DRAFT BLOWER, TURBINE-DRIVEN
FDH	EOP		FEEDHEATER	FEEDWATER SYSTEMS FEEDWATER-ALIGNING PLACING IN OPERATION, OPERATING AND SECURING
FDMT	EOP		FCO: DEBALLASTING MOGAS TANK	MOGAS SYSTEMS FUEL CONTROL OFFICER-DEBALLASTIN MOGAS TANK
FDSS	EOP	I	DIAGRAM FIREROOM SPACE	DIAGRAMS, CHARTS AND TABLES DIAGRAM FOR FIREROOM SPACE STATUS
FECA	EOP		PRO FR MAIN ENG CAS	OPERATIONAL PROCEDURES PRODEEDING FROM A MAIN ENGINE CASUALTY TO AUXILIARY OPERATION AUXILIARY BOILER
FECS	EOP		FOILBRN ENG CON SYS ALIGN T	CONSOLE FOILBORNE ENGINE CONTROL SYSTEM
FECU	EOP		PRO ME CASUALTY TO UNDERWAY	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A MAIN ENGINE CASUALTY TO UNDERWAY
FEDB	EOP		ALGN FILTER FOR EMERG DRAINBCK	JP-5 SYSTEMS ALIGNING FILTER FOR EMERGENCY DRAINBACK
FFA	AFOSS		FUELING AIRCRAFT	JP-5 SYSTEMS FUELING AIRCRAFT

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
FFBMT	AFOSS		FCO: FLUSHING AND BALLASTING	MOGAS SYSTEMS FUEL CONTROL OFFICER-FLUSHING AND BALLASTING MOGAS TANK
FFBP	EOP		FIRE,FLUSHING,EMRG BILGE PMPMD	FIREMAIN SYSTEM FIRE,FLUSHING AND EMERGENCY BILGE PUMP(MOTOR DRIVEN)(NO.3)
FFEB	EOP		FIRE,FLUSH PMP & EMRG BLGE PMP	FIREMAIN SYSTEM FIRE, FLUSHING PUMP AND EMERGENCY BILGE PUMP (MOTOR-DRIVEN)
FFLO	CFOSS	I	PREP FIRST BOILER FOR OP	BOILER PREPARING FIRST BOILER IN IDLE SPACE FOR OPERATION, BOILER UNDER SHIP'S STEAM BLANKET
FFMPT	CFOSS	I	FILLING MOGAS TANK W/ MOGAS	MOGAS SYSTEMS FUEL CONTROL OFFICER-FILLING MOGAS TANK WITH MOGAS
FFMT	CFOSS		FCO: FILLING MOGAS TANK	MOGAS SYSTEMS FUEL CONTROL OFFICER-FILLING MOGAS TANK WITH MOGAS
FFPM	EOP		FIRE PUMP M/D	FIREMAIN SYSTEM FIRE AND FLUSHING PUMP, MOTOR DRIVEN
FFPT	EOP		FIRE PUMP T/D	FIREMAIN SYSTEM FIRE AND FLUSHING PUMP TURBINE DRIVEN
FG	EOCC		FIRE IN A GENERATOR	GENERATOR/ELECTRICAL CASUALTIES FIRE IN A GENERATOR
FH	EOCC		FUELING HELICOPTERS	JP-5 SYSTEMS FUELING HELICOPTER(S)
FHDD	CFOSS		FUELING HOSE:DRAIN & DISCONECT	MOGAS SYSTEMS FUELING HOSE
FHGE	EOP		FEED HEATER/GLAND EXH COND	FEEDWATER SYSTEMS FEED HEATER/GLAND EXHAUST CONDENSER
FITTIPAL	EOCC		THIS IS FITTIPALDI'S TEST MAS	THIS IS A TESTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTT THIS IS A TESTTTTTTTTTTTTTTTTTTTTTTTTTTTTTT
FJPT	EOCC		FILLING JP- 5 TANKS	JP-5 SYSTEMS FILLING JP-5 TANKS WITH JP-5
FLCAC	AFOSS		FUELING LCAC	JP-5 SYSTEMS FUELING LANDING CRAFT AIR CUSHION
FLOD	AFOSS	I	PREP FIRST BOILER FOR OP	BOILER PREPARING FIRST BOILER ON SHIP FOR OPERATION, (COLD START) RECEIVING SHORE SERVICES
FLOH	AFOSS	I	PREP BOILER FOR LGT OFF	BOILER PREPARING BOILER FOR LIGHTING OFF AFTER A CASUALTY
FLOT	AFOSS		FILL LUBE OIL TANK W/ LUBE OIL	JP-5 SYSTEMS FILLING LUBE OIL TANK WITH LUBE OIL
FMS	CFOSS		FCO: MOGAS SAMPLING	MOGAS SYSTEMS FUEL CONTROL OFFICER-MOGAS SAMPLING

APPENDIX F

Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
FMSA	EOP		ALIGNING FIREMAIN SYSTEM	FIREMAIN SYSTEM ALIGNING FIREMAIN SYSTEM
FMTSW	CFOSS		ALIGN & FILL TKS WITH SEAWATER	MOGAS SYSTEMS ALIGNING AND FILLING MOGAS TANKS WITH SEAWATER
FNCTU	EOP		PRO NONRESTOR SING BOILCAS	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A NONRESTORABLE SINGLE BOILER CASUALTY TO UNDERWAY
FNCWU	EOP		PRO NONRESTORE CAS, UNDERWAY	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A NONRESTORABLE SINGLE BOILER CASUALTY, BOILER UNDER STEAM BLANKET, WHILE UNDERWAY
FOAO	EOP		FUEL OIL SYSTEM	FUEL OIL SYSTEMS FUEL OIL SYSTEM
FOAS	EOP		FUEL OIL SERVICE SYSTEM	FUEL OIL SYSTEMS FUEL OIL SERVICE SYSTEM
FOAT	EOP		AUX FUEL OIL TRANSFER PUMP	FUEL OIL STORAGE AND TRANSFER SYSTEMS AUXILIARY FUEL OIL TRANSFER PUMP
FOCF	EOP		FUEL OIL FILTER-SEPARATOR	FUEL OIL SYSTEMS FUEL OIL FILTER-SEPARATOR
FODS	EOP		FUEL OIL STRAINER (DUPLEX)	FUEL OIL STRAINER (DUPLEX)
FOEP	EOP		FUEL OIL EVOLUTION PLAN	MOGAS SYSTEMS FUEL OIL EVOLUTION PLAN
FOFS	EOP		FUEL OIL FILTER SEPARATOR	FUEL OIL FILTER SEPARATOR, ALIGNING FOR OPERATION AND SECURING
FOH	EOP		FUEL OIL HEATER	FUEL OIL SYSTEMS FUEL OIL HEATER
FOLM	CFOSS		FCO: OFFLOADING MOGAS	MOGAS SYSTEMS FUEL CONTROL OFFICER-OFFLOADING MOGAS
FOLO	EOP		FUEL OIL SYSTEM	FUEL OIL SYSTEMS FUEL OIL SYSTEM ALIGNING
FOLO-A	EOP		FUEL OIL SYSTEM	FUEL OIL SYSTEMS FUEL OIL SYSTEM ALIGNING ALPHA BOILER
FOLO-B	EOP		FUEL OIL SYSTEM	FUEL OIL SYSTEMS FUEL OIL SYSTEM ALIGNING BRAVO BOILER
FOLS	EOP		FILLING/OFFLOADING STATION	JP-5 SYSTEMS FILLING/OFF LOADING STATION
FOMT	EOP		FUEL OIL TRANSFER PUMP	FUEL OIL SYSTEMS FUEL OIL TRANSFER PUMP
FOPF	EOP		FUEL OIL PRE-FILTER	FUEL OIL SYSTEMS FUEL OIL PRE-FILTER

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
FOPM	EOP		FUEL OIL SERVICE PUMP	FUEL OIL SYSTEMS FUEL OIL SERVICE PUMP, MOTOR DRIVEN
FOPO	EOP		FUEL OIL PURIFIER	FUEL OIL STORAGE AND TRANSFER SYSTEMS FUEL OIL PURIFIER
FOPP	EOP		FUEL OIL SERVICE PUMP (PORT	FUEL OIL SYSTEMS FUEL OIL SERVICE PUMP (PORT), MOTOR DRIVEN
FOPS	EOP		FUEL OIL SERVICE PUMP	FUEL OIL SYSTEMS FUEL OIL SERVICE PUMP-PLACING IN STANDBY STATUS,STARTING FROM STANDBY STATUS, SECURING TO STANDBY STATUS AND SECURING
FOPT	EOP		FUEL OIL SERVICE PUMP	FUEL OIL SYSTEMS FUEL OIL SERVICE PUMP, TURBINE DRIVEN
FOS	EOP		FUEL OIL SYSTEM	FUEL OIL SYSTEMS FUEL OIL SYSTEM-SECURING
FOS-A	EOP		FUEL OIL SYSTEM	FUEL OIL SYSTEMS FUEL OIL SYSTEM-SECURING ALPHA BOILER
FOS-B	EOP		FUEL OIL SYSTEM	FUEL OIL SYSTEMS FUEL OIL SYSTEM-SECURING BRAVO BOILER
FOSCE	EOP		FUEL OIL SYSTEM CASUALTY	MAIN ENGINE CASUALTIES FUEL OIL SYSTEM CASUALTY
FOSF	EOP		FUEL OIL PRE-FILTER	FUEL OIL STORAGE AND TRANSFER SYSTEMS FUEL OIL PRE-FILTER
FOSP	EOP		FUEL OIL STRIPPING PUMP	FUEL OIL SYSTEMS FUEL OIL STRIPPING PUMP
FOSS	EOP		FUEL OIL SIMPLEX STRAINER	FUEL OIL SYSTEMS FUEL OIL SIMPLEX STRAINER
FOSV	EOP		FO SYS VALIDATE SYS ALIGN	FUEL OIL SYSTEMS FUEL OIL SYSTEM-VALIDATING SYSTEM ALIGNMENT
FOTG	EOP		FUEL OIL SERVICE SYSTEM	FUEL OIL SERVICE SYSTEM
FOTP	EOP		FUEL SERVICE PUMP	FUEL OIL SYSTEMS FUEL OIL SERVICE PUMP, TURBINE-DRIVEN-TESTING PUMP FOR READINESS OF OPERATION
FOTS	EOP		FO XFER & TANK STRIP PUMP	FUEL OIL SYSTEMS FUEL OIL TRANSFER AND TANK STRIPPING PUMP (RECIPROCATING)
FOTSC	EOP		FUEL OIL TANK SOUNDING CHART	DIAGRAMS, CHARTS AND TABLES FUEL OIL TANK SOUNDING CHART
FOTT	EOP		FO XFER TURBINE DRIVEN	FUEL OIL SYSTEMS FUEL OIL TRANSFER PUMP, TURBINE-DRIVEN
FOWS	EOP		FO WATER FILTER/SEPARATOR	FUEL OIL SYSTEMS FUEL OIL WATER FILTER/SEPARATOR (NO. 1)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
FPAT	EOP		FIRE PUMP: ALI FOR TUNNELING	FIREMAIN SYSTEM FIRE PUMP-ALIGNING FOR TUNNELING, OPERATING AND SECURING
FPD	EOP		FIRE PUMP, DIESEL-DRIVEN	FIREMAIN SYSTEM FIRE PUMP, DIESEL-DRIVEN
FPFC	EOP		FO TRNSF FROM CARGO TO STORAGE	OPERATIONAL PROCEDURES FUEL OIL TRANSFER FROM CARGO TO SHIPS STORAGE
FPJT	AFOSS		TRNSF CARGO JP-5 SVCS TK	JP-5 SYSTEMS TRANSFER CARGO JP-5 TO JP-5 SERVICE TANKS
FPM	EOP		FIRE PUMP, MOTOR-DRIVEN	FIREMAIN SYSTEM FIRE PUMP, MOTOR-DRIVEN
FPSV	EOP		FOILBRN PROP LO SYS VAL ALI	LUBE OIL SYSTEMS FOILBORNE PROPULSION LUBRICATING OIL SYSTEM
FPT	EOP		FIRE PUMP, TURBINE DRIVEN	FIREMAIN SYSTEM FIRE PUMP, TURBINE DRIVEN
FPTC	EOP		FO TRNSF TO CARGO FROM STORAGE	OPERATIONAL PROCEDURES FUEL OIL TRANSFER TO CARGO FROM SHIPS STORAGE
FPTO	EOP		FIRE PUMP (POWER TAKE OFF)	FIREMAIN SYSTEM FIRE PUMP (POWER TAKE OFF)
FQC	EOP		FREQUENCY CONVERTER	ELECTRICAL SYSTEMS AND EQUIPMENT FREQUENCY CONVERTER
FRST	EOP		REPLENISHING SERVICE TANK	JP-5 SYSTEMS REPLENISHING EMPTY OR SLACK SERVICE TANK
FS	EOCC		FIRE IN SWITCHBOARD	GENERATOR/ELECTRICAL CASUALTIES FIRE IN SWITCHBOARD
FS1A	EOP		PRO REC SHR SERV TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION AUXILIARY BOILER
FS1AC	EOP		PRO FR SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION COLD BOILER
FS1ACM	EOP		PRO SHOR SER TO AUX MAIN COND	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER (MAIN CONDENSER).
FS1AE	EOP		PRO FR SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, PRESSURIZED MACHINERY ROOM
FS1AS	EOP		PRO FR SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER SHORE STEAM BLANKET
FS1ASM	EOP		PRO SHOR SER TO AUX MAIN COND	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER STEAM BLANKET (MAIN CONDENSER).

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
FS1UC	EOP		PRO FR SHORE SER TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, COLD BOILER
FS1US	EOP		PRO FR SHORE SER TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, BOILER UNDER SHORE STEAM BLANKET
FS2AC	EOP		PRO FR SHORE SERV TO AUX COLD	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES, COLD BOILER (TWO PLANTS) TO AUXILIARY OPERATION
FS2AE	EOP		PRO FR SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, EMERGENCY, PRESSURIZED FIREROOM (TWO PLANTS)
FS2AS	EOP		PRO FR SHORE SERV TO AUX	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES, BOILER UNDER SHORE STEAM BLANKET (TWO PLANTS) TO AUXILIARY OPERATION
FSAB	EOP		SECURING ADDITIONAL BOILER	OPERATIONAL PROCEDURES SECURING ADDITIONAL BOILER
FSB	AFOSS	I	SECURING LAST BOILER	OPERATIONAL PROCEDURES SECURING LAST BOILER IN PLACE
FSBF	AFOSS		FUELING SMALL BOATS & VEHICLES	JP-5 SYSTEMS FUELING SMALL BOATS AND VEHICLES
FSBL	EOP		SURFACE BLOWING BOILER	BOILER SURFACE BLOWING A STEAMING BOILER
FSBP	EOP	I	SURF BLO NONST BLR UND PRES	OPERATIONAL PROCEDURES SURFACE BLOWING A NONSTEAMING BOILER UNDER PRESSURE
FSDA	EOP		FDW & STM DR COLLECTING SYS	FEEDWATER AND STEAM DRAIN SYSTEMS FEEDWATER AND STEAM DRAIN COLLECTING SYSTEM
FSDL	EOP		FUELING STATION	JP-5 SYSTEMS FUELING STATION-DEFUELING LANDING CRAFT AIR CUSHION AND SECURING
FSDR	AFOSS		FILLING STATION WATCH	JP-5 SYSTEMS FILLING STATION WATCH-DUTIES AND RESPONSIBILITIES WHILE FUELING
FSEC	EOP		FW DRN CLCT TK STM EXH COND	STEAM DRAIN SYSTEMS FRESHWATER DRAIN COLLECTING TANK FLASH STEAM EXHAUST CONDENSER
FSFL	EOP		FUELING STATION: FUELING LCAC	FUEL OIL SYSTEMS FUELING STATION - FUELING LANDING CRAFT AIR CUSHION
FSLB	CFOSS	I	SECURING LAST BOILER	OPERATIONAL PROCEDURES SECURING LAST BOILER ON SHIP
FSMDT	CFOSS		FCO: STRPNG MOGAS AND DRAIN TK	MOGAS SYSTEMS FUEL CONTROL OFFICER-STRIPPING MOGAS AND DRAIN TANKS
FSMU	EOP		SECURING MAIN ENGINE U/W	CASUALTY RESTORATION PROCEDURES SECURING A MAIN ENGINE UNDERWAY

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
FSPM	EOP		FIRE AND SALVAGE PUMP	FIREMAIN SYSTEM FIRE AND SALVAGE PUMP, MOTOR-DRIVEN
FSPT	EOP		FEEDWATER SUPPLY PMP,TURB DRIV	FEEDWATER SYSTEMS FEEDWATER SUPPLY PUMP, TURBINE-DRIVEN
FSRU	EOP		FUELING STATION: RIG AND UNRIG	JP-5 SYSTEMS FUELING STATION-RIG AND UNRIG
FSS	AFOSS		FLUSHING THE SERVICE SYSTEM	JP-5 SYSTEMS FLUSHING THE SERVICE SYSTEM
FSST	AFOSS		STRIPPING STOR & SER TKS	JP-5 SYSTEMS STRIPPING STORAGE AND SERVICE TANKS
FSTB	EOP		FIN STABILIZER	FIN STABILIZER FIN STABILIZER
FSTS	AFOSS		STRIPPING JP-5 SVC TK	JP-5 SYSTEMS STRIPPING JP-5 SERVICE TANKS
FSU2	EOP		PRO 4 BOIL TO 6/8 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING FROM FOUR BOILERS ONE IN EACH MAIN MACHINERY ROOM (MMR) TO UNDERWAY, SIX/EIGHT BOILERS
FTF	EOCC		FIRE IN TEST FACILITY	LAND BASED TEST SITE FIRE IN TEST FACILITY
FTMV	CFOSS		FCO: TRANS MOGAS TO VEHICLES	MOGAS SYSTEMS FUEL CONTROL OFFICER-TRANSFERRING MOGAS TO VEHICLES
FTPM	EOP		FEEDWATER TRANSFER PUMP	FEEDWATER SYSTEMS FEEDWATER TRANSFER PUMP, MOTOR-DRIVEN
FTPR	EOP		FUEL OIL TRANS PUMP RECIP	FUEL OIL STORAGE AND TRANSFER SYSTEMS FUEL OIL TRANSFER PUMP (RECIPROCATING)
FTPT	EOP		FUEL OIL TRANSFER PUMP	FUEL OIL SYSTEMS FUEL OIL TRANSFER PUMP, TURBINE-DRIVEN
FTSC	EOP		FO TK SW COMPENSATING SYS	SEAWATER SYSTEMS FUEL OIL TANK SEAWATER COMPENSATING SYSTEM
FTSP	EOP		FUEL TANK STRIPPING PUMP	BILGE AND FUEL OIL TANK STRIPPING SYSTEMS FUEL OIL TANK STRIPPING PUMP
FTST	EOP		FO TANKS:SAMPLING AND TESTING	FUEL OIL SYSTEMS FUEL OIL TANKS-SAMPLING AND TESTING
FU12B	EOP		PRO FR 1 BLR TO 2 BLR U/W	OPERATIONAL PROCEDURES PROCEEDING FROM ONE BOILER OPERATION TO TWO BOILER OPERATION UNDERWAY (PLANT SPLIT)
FU1A	EOP		PRO FR U/W TO AUX OP, AUX BOIL	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION, AUXILIARY BOILER
FU1S	EOP		PRO FR U/W TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO RECEIVING SHORE SERVICES

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
FU21B	EOP		PRO FR 2 BLR TO 1 BLR U/W	OPERATIONAL PROCEDURES PROCEEDING FROM TWO BOILER OPERATION TO ONE BOILER OPERATION UNDERWAY (PLANT CROSS-CONNECTED)
FU2A	EOP		PRO FR U/W TO AUX OP 2MMRS	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION (TWO PLANTS)
FURU	EOP		PRO U/W RED ST. TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS TO UNDERWAY
FURU-A	EOP		PRO U/W RED ST. TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS (SHAFT TRAILING) TO UNDERWAY
FURU-B	EOP		PRO U/W RED ST. TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS (WITHOUT SHAFT TRAILING) TO UNDERWAY
FUTA	EOP		PRO UNDERWAY TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION
FUTAM	EOP		PRO UNDERWAY TO AUX MAIN COND	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION (MAIN CONDENSER)
FUUR	EOP		PRO U/W TO U/W RED ST	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO UNDERWAY READY STATUS
FWD	AFOSS		FREE WATER DETECTOR	JP-5 SYSTEMS FREE WATER DETECTOR
FWDR	AFOSS		FIRE WATCH	JP-5 SYSTEMS FIRE WATCH-DUTIES AND RESPONSIBILITIES WHILE FUELING
FWFFV	AFOSS		FRESHWATER FIREFIGHTING SYS	FIREFIGHTING SYSTEMS FRESHWATER FIREFIGHTING SYSTEM: VALIDATING SYSTEM ASSIGNMENT
FWIS	EOP		FRESH WATER INJECTION SYSTEM	FRESHWATER SYSTEMS FRESH WATER INJECTION SYSTEM
FWPM	EOP		FRWTR PMP,MD,STRTG,OPRTG,SHFT	FRESHWATER SYSTEMS FRESHWATER PUMP,MOTOR-DRIVEN
FWPR	EOP		FRESHWATER TRANS PUMP RECIP	FRESHWATER SYSTEMS FRESHWATER TRANSFER PUMP (RECIPROCATING)
FWS	EOP		ALIGN FEEDWATER SUPPLY SYSTEM	FEEDWATER SYSTEMS ALIGNING FEEDWATER SUPPLY SYSTEM
FWSV	EOP		FRESHWTR SYS,VAL SYS ALIGN	FRESHWATER SYSTEMS FRESHWATER SYSTEM
FWT	EOP		FW DRAIN COLLECTING TANK	STEAM DRAIN SYSTEMS FRESHWATER DRAIN COLLECTING TANK
GATX	SDOSS		GATX SYSTEM	SEWAGE DISPOSAL SYSTEMS GATX SYSTEM
GBLOS	EOP		GEARBOX LUBE OIL SYSTEM:	LUBE OIL SYSTEMS GEARBOX LUBE OIL SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
GEC	EOP		GLAND EXHAUST CONDENSER	FEEDWATER SYSTEMS GLAND EXHAUST CONDENSER
GGOS	EOCC		GAS GENERATOR OVERSPEEDS	MAIN ENGINE CASUALTIES GAS GENERATOR (GG) OVERSPEEDS
GGS	EOCC		GAS GENERATOR STALLS	MAIN ENGINE CASUALTIES GAS GENERATOR STALL
GHCDT	EOCC		SSDG HI CYL DELTA T	GENERATOR/ELECTRICAL CASUALTIES HIGH CYLINDER DIFFERENTIAL TEMPERATURE
GHIT	EOCC		HIGH TURBINE INLET TEMPERATURE	HIGH TURBINE INLET TEMPERATURE
GLOL	EOCC		MJR LEAK GAS TURB RED GEAR LO	LAND BASED TEST SITE MAJOR LEAK IN GAS TURBINE MAIN REDUCTION GEAR LUBE OIL SYSTEM
GLOP	EOCC		LOSS LO PRES GAS TURB RED GEAR	LAND BASED TEST SITE LOSS OF LUBE OIL PRESSURE TO GAS TURBINE MAIN REDUCTION GEAR
GRAT	EOCC		GATX MCHRY ROOM	SEWAGE DISPOSAL SYSTEMS GATX MACHINERY ROOM-SHIFTING FROM AT-SEA MODE TO TRANSIT MODE
GRCH	EOP		GAS TUR RED GEAR LUB OIL C/H	LUBE OIL SYSTEMS GAS TURBINE REDUCTION GEAR LUBRICATING OIL COOLER/HEATER
GRIT	EOP		GATX MCHRY ROOM	SEWAGE DISPOSAL SYSTEMS GATX MACHINERY ROOM-SHIFTING FROM IN-PORT MODE TO TRANSIT MODE
GRLO	EOP		GAS TUR MN RED GER LUB OIL SYS	LUBE OIL SYSTEMS GAS TURBINE MAIN REDUCTION GEAR LUBRICATING OIL SYSTEM
GRTA	EOP		GATX MCHRY ROOM	SEWAGE DISPOSAL SYSTEMS GATX MACHINERY ROOM-SHIFTING FROM TRANSIT MODE TO AT-SEA MODE
GRTI	EOP		GATX MCHRY ROOM	SEWAGE DISPOSAL SYSTEMS GATX MACHINERY ROOM-SHIFTING FROM TRANSIT MODE TO IN-PORT MODE
GSTG	EOP		GAS TURBINE GENERATOR	GENERATOR GAS TURBINE GENERATOR-STARTING AND SHIFTING (TWO GENERATORS)
GTBA	EOP		GAS TURBINE BRAKE AIR:ALIGN	AIR SYSTEMS GAS TURBINE BRAKE AIR SYSTEM
GTBB	EOP		GAS TURBINE GENERATOR	GENERATOR GAS TURBINE GENERATOR-PARALLELING BUS TO BUS TIE
GTCBA	EOP		GT CLUTCH/BRAKE AIR SYS: ALIGN	AIR SYSTEMS GAS TURBINE CLUTCH/BRAKE AIR SYSTEM
GTDV	EOP		GT DRAIN SYS:VALIDAT SYS ALIGN	GAS TURBINE DRAIN SYSTEM:VALIDATING SYSTEM ALIGNMENT
GTFS	EOP		GAS TURBINE GENERATOR	GENERATOR GAS TURBINE GENERATOR-SHIFTING ELECTRICAL LOAD FROM SHIP TO SHORE POWER

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
GTGI	EOP		GAS TURBINE GEN MODULE	GENERATOR GAS TURBINE GENERATOR MODULE-INSPECTING
GTGMS	EOP		GTG MTR STRT LP, HP AIR	GENERATOR GAS TURBINE GENERATOR-MOTORING LP AIR, STARTING LP AIR, MOTORING HP AIR AND STARTING HP AIR
GTHS	EOP		GT HYDRAULIC START SYS	GAS TURBINE HYDRAULIC START SYSTEM/VALIDATING SYSTEM ALIGNMENT
GTMI	EOP		PROPULSION TURBINE MODULE	MAIN ENGINE PROPULSION TURBINE MODULE-INSPECTING
GTOW	EOP		GAS TURB OIL WASTE DRAIN	DRAIN AND WASTE WATER SYSTEMS GAS TURBINE GENERATOR OIL WASTE DRAIN PUMP, MOTOR-DRIVEN
GTPA	EOP		GTG:START,PARALLEL,OPER AUTO	GENERATOR GAS TURBINE GENERATOR-STARTING, PARALLELING (AUTO MODE) AND OPERATING (AUTO MODE)
GTPG	EOP		GTG:START,PARALLELING AND OPER	GENERATOR GAS TURBINE GENERATOR-STARTING, PARALLELING AND OPERATING
GTRL	EOP		GAS TURBINE GENERATOR	GENERATOR GAS TURBINE GENERATOR-REMOVING ELECTRICAL LOAD
GTRO	EOP		GAS TURBINE GENERATOR SWBD	GENERATOR GAS TURBINE GENERATOR-PLACING IN STANDBY FOR REMOTE OPERATION AND PLACING IN LOCAL OPERATION
GTSS	EOP		GAS TURBINE GEN SUPPORT SYS	GENERATOR GAS TURBINE GENERATOR SUPPORT SYSTEMS
GTTS	EOP		GAS TURBINE GENERATOR	GENERATOR GAS TURBINE GENERATOR-STARTING AND SHIFTING ELECTRICAL LOAD FROM SHORE TO SHIP POWER
GVT	EOP		TEST 5" MOTOR OPRTD GLOBE VLV	LAND BASED TEST SITE TESTING 5 INCH MOTOR OPERATED GLOBE VALVE
GWCH	EOP		GAS TUR WB LUB OIL COOLER/HEAT	WATER BRAKE SYSTEM GAS TURBINE WATERBRAKE LUBRICATING OIL COOLER/HEATER
GWLO	EOP		GT WTR BRK LO: ALIGN, PRES,OP	WATER BRAKE SYSTEM GAS TURBINE WATERBRAKE LUBRICATING OIL SYSTEM
GWOL	EOCC		MJR LEAK GAS TURB WTR BRK LO	WATER BRAKE SYSTEM MAJOR LEAK IN GAS TRUBINE WATERBRAKE LUBE OIL SYSTEM
GWOP	EOCC		LOSS OF GAS TURB WTR BRK LO	WATER BRAKE SYSTEM LOSS OF GAS TURBINE WATERBRAKE LUBE OIL PRESSURE
GWOT	EOCC		GAS TURB WTR BRK OVER TEMP	WATER BRAKE SYSTEM GAS TURBINE WATERBRAKE OVER TEMPERATURE

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
GWPM	EOP		GREY WTR PUMP:ALIGN,START,STOP	WASTE WATER SYSTEM GREY WATER PUMP:ALIGNING,STARTING AND STOPPING
HBDG	EOCC		HOT BEARING DIESEL GENERATO	GENERATOR/ELECTRICAL CASUALTIES HOT BEARING IN SHIPS SERVICE DIESEL GENERATOR
HBGTG	EOCC		HOT BEARING IN GAS TURBINE GEN	HOT BEARING IN GAS TURBINE GENERATOR
HBGW	EOCC		HOT BEARING IN GAS TURB WTR BK	WATER BRAKE SYSTEM HOT BEARING IN GAS TURBINE WATERBRAKE
HBPG	EOCC		HOT BEARING IN MAIN PRO DIE GE	MAIN ENGINE CASUALTIES HOT BEARING IN MAIN PROPULSION DIESEL GENERATOR
HBPM	EOCC		PROP MTR/SHAFT HOT BRNG	MAIN ENGINE CASUALTIES HOT BEARING (BEARING LUBRICATED BY MAIN PROPULSION MOTOR LUBE OIL SYSTEM)
HBRG	EOCC		HOT BEARING MN REDUCTION GE	REDUCTION GEAR CASUALTIES HOT BEARING IN MAIN REDUCTION GEAR
HBS	EOCC		HEAVY BLACK SMOKE	BOILER CASUALTIES HEAVY BLACK SMOKE
HBSW	EOCC		HOT BEARING IN STM TURB WTR BK	WATER BRAKE SYSTEM HOT BEARING IN STEAM TURBINE WATERBRAKE
HBTG	EOCC		HOT BEARING TURBOGEN	GENERATOR/ELECTRICAL CASUALTIES HOT BEARING IN TURBOGENERATOR
HBVG	EOCC		HOT IFVG BEARING	SHAFT CASUALTIES HOT IFVG BEARING
HBW	EOCC		HOT BEARING IN WATERBRAKE	WATER BRAKE SYSTEM HOT BEARING IN WATERBRAKE
HBWL	EOCC		HIGH WATER IN BOILER	BOILER CASUALTIES HIGH WATER IN BOILER
HBWLE	EOCC		HIGH WATER IN BOILER ECON	BOILER CASUALTIES HIGH WATER IN BOILER ECONOMY
HETG	EOCC		HIGH EXH GAS TEMP IN G-TUR GEN	GENERATOR/ELECTRICAL CASUALTIES HIGH EXHAUST GAS TEMPERATURE IN GAS TURBINE GENERATOR
HFHO	EOP		PRO FOILBRN OP TO HULLBRNOP	OPERATIONAL PROCEDURES PRODEEDING FROM FOILBORNE OPERATION TO HULLBORNE OPERATION
HGB	EOCC		MAIN PROPULSION GEAR BOX OVERH	MAIN ENGINE CASUALTIES MAIN PROPULSION GEAR BOX OVERHEATING
HGTG	EOCC		HOT BEARING GAS TURB DRIVE TRN	REDUCTION GEAR CASUALTIES HOT BEARING IN GAS TURBINE DRIVE TRAIN

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
HHFO	EOP		PRO HULLBRN TO FOILBRN OPS	OPERATIONAL PROCEDURES PROCEEDING FROM HULLBORNE OPERATION TO FOILBORNE OPERATION
HHS	EOP		PRO HULLBRN OP TO REC SHSER	OPERATIONAL PROCEDURES PROCEEDING FROM HULLBORNE OPERATION TO RECEIVING SHORE SERVICES
HIP	EOP		HARDWARE INSTALLATION PLAN	HARDWARE INSTALLATION PLAN
HLAT	SDOSS		SEW DISP SYS HI LEVEL ALARM	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL CHT TANK HIGH LEVEL ALARM (CIRCUIT 40TD)
HLSB	EOCC		HOT LINE SHAFT BEARING	SHAFT CASUALTIES HOT LINE SHAFT BEARING
HLSBE	EOCC		HOT LINE SHAFT BEARING ECON	SHAFT CASUALTIES HOT LINE SHAFT BEARING ECONOMY
HMEB	EOCC		HOT BEARING MAIN ENGINE	MAIN ENGINE CASUALTIES HOT BEARING IN MAIN ENGINE
HMEBE	EOCC		HOT BEARING MAIN ENGINE ECON	MAIN ENGINE CASUALTIES HOT BEARING IN MAIN ENGINE ECONOMY
HOPS	EOCC		PROP HYDRO OIL PURIFY SSOS	LUBE OIL SYSTEMS PROPELLER HYDRAULIC OIL PURIFIER
HOTG	EOCC		HIGH OIL TEMP IN GAS TURB GEN	GENERATOR/ELECTRICAL CASUALTIES HIGH OIL TEMPERATURE IN GAS TURBINE GENERATOR
HOTP	EOP		CPP HYD OIL X/P SYS ALIGN	LUBE OIL SYSTEMS CPP HYDRAULIC OIL TRANSFER AND PURIFICATION SYSTEM ALIGNMENT
HPAA	EOP		HIGH PRESSURE AIR SYSTEM	AIR SYSTEMS HIGH-PRESSURE AIR SYSTEM
HPAC	EOP		HIGH-PRESSURE AIR COMPRESSOR	AIR SYSTEMS HIGH-PRESSURE AIR COMPRESSOR, MOTOR-DRIVEN
HPAD	EOP		HIGH PRESSURE AIR DYHR	AIR SYSTEMS HIGH-PRESSURE AIR DEHYDRATOR
HPAV	EOP		HIGH PRESSURE AIR SYSTEM	AIR SYSTEMS HIGH-PRESSURE AIR SYSTEM
HPB	EOCC		HOT PEDESTAL BEARING	REDUCTION GEAR CASUALTIES HOT PEDESTAL BEARING (BEARING LUBRICATED BY MAIN ENGINE)
HPBG	EOCC		HOT PED BRNG SSDG	GENERATOR/ELECTRICAL CASUALTIES HOT PEDESTAL BEARING (BEARING LUBRICATED BY SHIP SERVICE DIESEL GENERATOR)
HPBM	EOCC		HOT PED BRG	SHAFT CASUALTIES HOT PEDESTAL BEARING (BEARING LUBRICATED BY PROPULSION LUBE OIL SYSTEM)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
HPU	EOP		HYDRAULIC POWER UNIT	HYDRAULIC OIL SYSTEM HYDRAULIC POWER UNIT
HPUP	EOP		HYDRAULIC POWER UNIT	HYDRAULIC POWER UNIT
HR	EOP		HYDRO RETARDER OPERATION OF	LAND BASED TEST SITE HYDRO RETARDER
HROT	EOCC		HIGH RCC OIL TEMP	REVERSING CONVERTER COUPLING CASUALTIES HIGH REVERSING CONVERTER COUPLING OIL TEMPERATURE
HSAFC	EOP		HYD SYS ACCUMLUATORS CHARGING	HYDRAULIC OIL SYSTEM HYDRAULIC SYSTEM ACCUMULATORS CHARGING
HSC	EOCC		HYDRAULIC SYSTEM CASUALTY	HYDRAULIC SYSTEM CASUALTY
HSDH	EOP		PRO REC SHSER TO HULLBRN OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICE TO HULLBORNE OPERATION
HSOS	EOP		HYD SYS OPERATION AND SECURING	HYDRAULIC OIL SYSTEM HYDRAULIC SYSTEM OPERATION AND SECURING
HSPS	CFOSS		STRIPPING PUMP, HAND OPERATED	JP-5 SYSTEMS STRIPPING PUMP, HAND OPERATED
HSRGB	EOCC		HOT LINE SHAFT OR RED GEAR	REDUCTION GEAR CASUALTIES HOT LINE SHAFT OR REDUCTION GEAR BEARING
HSS	EOP		HYDRAULIC STARTING SYSTEM	HYDRAULIC SYSTEM HYDRAULIC STARTING SYSTEM
HSTA	SDOSS		SEW TANK HIGH LEVEL ALARM	SEWAGE DISPOSAL SYSTEM CASUALTIES SEWAGE TANK HIGH LEVEL ALARM
HSTG	EOCC		HOT BEARING STEAM TURB DRIVE	LAND BASED TEST SITE HOT BEARING IN STEAM TURBINE DRIVE TRAIN
HTBB	EOCC		HOT THRUST BLOCK BEARING	SHAFT CASUALTIES HOT THRUST BLOCK BEARING
HTBBE	EOCC		HOT THRUST BLOCK BEARING ECON	SHAFT CASUALTIES HOT THRUST BLOCK BEARING ECONOMY
HTIT	EOCC		HIGH POWER TUR INLET GAS TEMP	MAIN ENGINE CASUALTIES HIGH POWER TURBINE INLET GAS TEMPERATURE (T 5.4)
HTJB	EOCC		HOT THRUST/JOURNAL BEARING	SHAFT CASUALTIES HOT THRUST/JOURNAL BEARING
HTLSB	EOCC		HOT THRUST/LINE SHAFT BEARING	LAND BASED TEST SITE HOT THRUST/LINE SHAFT BEARING
HTR	EOP		HEATER	ELECTRICAL SYSTEMS AND EQUIPMENT ELECTRICAL SPACE HEATER

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
HV	EOCC		HIGH VIBRATION	LAND BASED TEST SITE HIGH VIBRATION
HVCA	EOCC		HIGH VACUUM	MAIN ENGINE CASUALTIES MAIN ENGINE HIGH VACUUM-COMBUSTION AIR INLET DUCTING
HVDG	EOCC		HIGH VAC SSDG	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR HIGH VACUUM-COMBUSTION AIR INLET DUCTING
HWPM	EOP		HOT POTABLE WATER PUMP	FRESHWATER SYSTEMS HOT POTABLE WATER PUMP, MOTOR-DRIVEN
HYSV	EOP		HYDRLC SYS VAL SYS ALIGN	HYDRAULIC OIL SYSTEM HYDRAULIC SYSTEM
IBLU	EOP		IDLE BOILER: LAYUP: SECURE	BOILER IDLE BOILER-LAYING UP AND SECURING LAYUP
ICAS	EOP		INTEGRATED COND ASSES SYS EOOW	CONSOLE INTEGRATED CONDITION ASSESSMENT SYSTEM (EOOW)
IFEA	EOP		IF DE(ALIGN,START,OPER,SECUR)	LAND BASED TEST SITE IF DIESEL ENGINE
ITC	EOP		INTEGRATED THROTTLE CONTROL	THROTTLE INTEGRATED THROTTEL CONTROL
JPCP	AFOSS		JP-5 CENTRIFUGAL PURIFIER	JP-5 SYSTEMS JP-5 CENTRIFUGAL PURIFIER
JPCPT	FOSS		CARGO JP5 PMP,TURBINE DRIVEN	CARGO JP-5 SYSTEMS CARGO JP-5 PUMP, TURBINE DRIVEN (PUMP END)
JPCT	FOSS		CARGO JP5 PMP, TURBINE DRIVEN	CARGO JP-5 SYSTEMS CARGO JP-5 PUMP, TURBINE DRIVEN (TURBINE END)
JPEP	FOSS		JP-5 EVOLUTION PLAN	JP-5 SYSTEMS JP-5 EVOLUTION PLAN
JPFPT	AFOSS		JP-5 FLASHPOINT TEST KIT	JP-5 SYSTEMS JP-5 FLASHPOINT TEST KIT
JPRE	AFOSS		STANDARD WARNING: JP-5 RM EVAC	JP-5 SYSTEMS STANDARD WARNING-JP-5 PUMP ROOM EVACUATION
JPRS	AFOSS		JP-5 RECLAM SYS: ALGN STRT SEC	JP-5 SYSTEMS JP-5 RECLAIMATION SYSTEM
JPSP	FOSS		CARGO JP5 STRIPPING PUMP	CARGO JP-5 SYSTEMS CARGO JP-5 STRIPPING PUMP
JPSS	FOSS		JP-5 TK SOUNDING AND SAMP	JP-5 SYSTEMS JP-5 TANKS-SOUNDING AND SAMPLING
JPTC	AFOSS		JP-5 TANKS: CLEANING	JP-5 SYSTEMS JP-5 TANKS-CLEANING

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
JPTF	AFOSS		TRANS SYS:FILT ALGN OPER STOP	JP-5 SYSTEMS TRANSFER SYSTEM:TRANSFER FILTER ALIGNING AND OPERATING STOPPING AND SECURING
JPTS	AFOSS		JP-5 TANKS SOUNDING	JP-5 SYSTEMS JP-5 TANKS-SOUNDING
JSCL	AFOSS		JP-5/DFM CARGO SYSTEM CHCKLIST	JP-5 SYSTEMS JP-5/DFM CARGO SYSTEM CHECKLIST
JT	EOCC		JAMMED THROTTLE	MAIN ENGINE CASUALTIES JAMMED THROTTLE
JTAS	AFOSS		JET TEST STAND PMP: ALGN SECUR	JP-5 SYSTEMS JET TEST STAND PUMP
JTPM	FOSS		CARGO JP5 XFER PMP MOTOR DRVN	CARGO JP-5 SYSTEMS CARGO JP-5 TRANSFER PUMP, MOTOR DRIVEN
L11A	EOP		AUX OP 1ER TO AUX OP 2ER	OPERATIONAL PROCEDURES SHIFTING GENERATORS FROM AUXILIARY OPERATION AFTER TO FORWARD PLANT ON FORWARD TO AFTER PLANT
L12A	EOP		AUX OP 1MMR TO AUX OP 2MMRS	OPERATIONAL PROCEDURES SHIFTING GENERATORS FROM AUXILIARY OPERATION (ONE MMR) TO AUXILIARY OPERATION (TWO MMR'S)
L1AU	EOP		AUX OP 1ER TO U/W	OPERATIONAL PROCEDURES SHIFTING GENERATORS FROM AUXILIARY OPERATION (ONE ENGINEROOM) TO UNDERWAY
L21A	EOP		AUX OP 2MMRS TO AUX OP 1MMR	OPERATIONAL PROCEDURES SHIFTING GENERATORS FROM AUXILIARY OPERATION (TWO MMR'S) TO AUXILIARY OPERATION (ONE MMR)
L2AU	EOP		AUX OP 2MMRS TO U/W	OPERATIONAL PROCEDURES SHIFTING GENERATORS FROM AUXILIARY OPERATION (TWO PLANTS) TO UNDERWAY
LACL	EOCC		LOSS AIR DENG CLUTCH	AIR CASUALTIES LOSS OF AIR TO MAIN PROPULSION DIESEL ENGINE CLUTCH
LALC	EOCC		LOSS OF AIR PRES TO LLPM CLTCH	AIR CASUALTIES LOSS OF AIR PRESSURE TO LIGHT LOAD PROPULSION MOTOR CLUTCH
LATL	EOCC		LOSS AUTOMATIC THROT CONTRL	CONSOLE CASUALTIES LOSS OF AUTOMATIC THROTTLE CONTROL
LBAP	EOP		LOADBANK: PWR UP AND SECURING	SWITCHBOARD PROCEDURES LOADBANK-POWERING UP AND SECURING
LBCP	EOP		LOCAL BRNR CONT PNL:ALIGN	BOILER LOCAL BURNER CONTROL PANEL (LBCP)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
LBLOS	EOCC		LOSS OF BOILER	BOILER CASUALTIES LOSS OF BOILER (POSSIBLE LOSS OF MAIN STEAM PRESSURE)
LBOP	EOP		LOADBANK: LOADING AND UNLOAD	SWITCHBOARD PROCEDURES LOADBANK-LOADING AND UNLOADING
LBWL	EOCC		LOW WATER IN BOILER	BOILER CASUALTIES LOW WATER IN BOILER
LBWLE	EOCC		LOW WATER IN BOILER ECON	BOILER CASUALTIES LOW WATER IN BOILER ECONOMY
LCA	EOCC		LOSS OF CONTROL AIR	LOSS OF CONTROL AIR
LCBA	EOCC		LOSS OF CLUTCH/BRAKE AIR PRESS	AIR CASUALTIES LOSS OF CLUTCH/BRAKE AIR PRESSURE
LCBOS	EOCC		LOSS CENTRAL BOILER OPER STA	LAND BASED TEST SITE LOSS OF CENTRAL BOILER OPERATING STATION
LCL	EOCC		LOSS OF CLUTCH	LOSS OF CLUTCH
LCRP	EOCC		LOSS OF CONTR PITCH PROPELLER	PROPELLER CASUALTIES LOSS OF CONTROLLABLE PITCH PROPELLER (CRP) PITCH CONTROL
LCS	EOCC		LOSS OF CONTROLING SYSTEM	LAND BASED TEST SITE LOSS OF CONTROLING SYSTEM
LCTS	EOCC		LOSS OF TOWER COOLING SYSTEM	COOLING WATER SYSTEM CASUALTIES LOSS OF TOWER COOLING SYSTEM
LCTU	EOP		SHIFT GEN FR BOILER TO UNDWAY	SWITCHBOARD PROCEDURES SHIFTING OF GENERATOR FROM A BOILER CASUALTY TO UNDERWAY
LCVSP	EOCC		LOSS OF CPP (VSP) PITCH CONTRO	PROPELLER CASUALTIES LOSS OF CYCLOIDAL PITCH PROPELLER (VSP) PITCH CONTROL
LCWB	EOCC		LOSS OF CTL OF GAS TURB WTR BK	WATER BRAKE SYSTEM LOSS OF CONTROL OF GAS TURBINE WATERBRAKE
LCWS	EOCC		LOSS OF CHILLED WATER SYSTEM	COOLING WATER SYSTEM CASUALTIES LOSS OF CHILLED WATER SYSTEM
LDAP	EOCC		LOSS OF DEBALLAST AIRMAIN PRES	BALLAST/DEBALLAST CASUALTIES LOSS OF DEBALLAST AIRMAIN PRESSURE
LEDA	EOP		PLACING EMER GEN IN STANDBY	GENERATOR PLACING EMERGENCY GENERATOR IN STANDBY FOR AUTOMATIC STARTING
LEPC	EOCC		LOSS OF ELEC PLANT CONT CSL	GENERATOR/ELECTRICAL CASUALTIES LOSS OF ELECTRICAL PLANT CONTROL CONSOLE (EPCC)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
LFACG	EOCC		LOSS OF SS AC DSL GEN FO PRESS	GENERATOR/ELECTRICAL CASUALTIES LOSS OF SHIP SERVICE AC DIESEL GENERATOR FUEL OIL PRESSURE
LFOP	EOCC		LOSS MN ENG FO PRESSURE	LOSS OF MAIN ENGINE FUEL OIL PRESSURE
LFOPD	EOCC		LOSS OF SSDG FUEL OIL PRESSURE	GENERATOR/ELECTRICAL CASUALTIES LOSS OF SHIP SERVICE DIESEL GENERATOR FUEL OIL PRESSURE
LFOPT	EOCC		LOSS OF GAS TURB FO PRESSURE	LOSS OF GAS TURBINE FUEL OIL PRESSURE
LGGO	EOCC		LOW LO PRESS TO GTG	GENERATOR/ELECTRICAL CASUALTIES LOW LUBE OIL PRESSURE TO GAS TURBINE GENERATOR
LGND	EOCC		LEGEND FOR DIAGRAMS	JP-5 SYSTEMS LEGEND FOR DIAGRAMS
LGTG	EOCC		LOSS OF GAS TURB GEN	GENERATOR/ELECTRICAL CASUALTIES LOSS OF GAS TURBINE GENERATOR
LHOL	EOCC		MAJOR LEAK IN CPP HO SYSTEM	PROPELLER CASUALTIES MAJOR LEAK IN CONTROLLABLE PITCH PROPELLER (CPP) HYDRAULIC OIL SYSTEM
LHOP	EOCC		LOSS OF CPP HO PRESSURE	PROPELLER CASUALTIES LOSS OF CONTROLLABLE PITCH PROPELLER (CPP) HYDRAULIC OIL PRESSURE
LHP	EOCC		LOSS OF HYDRAULIC PRESSURE	BALLAST/DEBALLAST CASUALTIES LOSS OF HYDRAULIC PRESSURE
LISA	EOP		LISA'S TEST	THIS IS FFF
LLMS	EOP		LLPM: STARTING, OP AND STOPPNG	MAIN ENGINE LIGHT LOAD PROPULSION MOTOR
LLOG	EOP		LOSS OF PROP ENG OUTPUT GR LOP	MAIN ENGINE CASUALTIES LOSS OF MAIN PROPULSION ENGINE OUTPUT GEAR LUBE OIL PRESSURE
LLOL	EOCC		L.O.LEAK MN RED L.O.SYSTEM	REDUCTION GEAR CASUALTIES MAJOR LEAK IN MAIN REDUCTION GEAR LUBE OIL SYSTEM
LLOLG	EOCC		LO LEAK IN ME OR GEAR BOX	MAIN ENGINE CASUALTIES MAJOR LUBE OIL LEAK IN MAIN ENGINE OR GEAR B
LLOP	EOCC		LOSS OF MN ENG LO PRESSURE	MAIN ENGINE CASUALTIES LOSS OF MAIN ENGINE LUBE OIL PRESSURE

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
LLOPB	EOCC		LOSS OF ME OR GEAR BOX LO PRES	MAIN ENGINE CASUALTIES LOSS OF MAIN ENGINE OR GEAR BOX LUBE OIL PRESSURE
LLOPD	EOCC		LOSS OF SSDG LUBE OIL PRESSURE	GENERATOR/ELECTRICAL CASUALTIES LOSS OF SHIP SERVICE DIESEL GENERATOR LUBE OIL PRESSURE
LLOPE	EOCC		LOSS OF MN ENG LO PRESSURE EC	MAIN ENGINE CASUALTIES LOSS OF MAIN ENGINE LUBE OIL PRESSURE ECONOMY
LLOPG	EOCC		LOSS OF MAIN PROP DIE GEN LOP	MAIN ENGINE CASUALTIES LOSS OF MAIN PROPULSION DIESEL GENERATOR LUBE OIL PRESSURE
LLOPR	EOCC		LOSS MN REDUC GEAR LO PRESSURE	REDUCTION GEAR CASUALTIES LOSS OF MAIN REDUCTION GEAR LUBE OIL PRESSURE
LLOPT	EOCC		LOSS OF TG LUBE OIL PRES	GENERATOR/ELECTRICAL CASUALTIES LOSS OF TURBOGENERATOR LUBE OIL PRESSURE
LLPT	EOCC		LOSS OF GAS TURB FO PRESSURE	MAIN ENGINE GAS TURBINE CASUALTIES LOSS OF GAS TURBIN FUEL OIL PRESSURE
LLPVG	EOCC		LOSS MAIN ENG LOP/IFVG LO SYS	MAIN ENGINE CASUALTIES LOSS OF MAIN ENGINE LUBE OIL PRESSURE/IFVG LUBE OIL SYSTEM
LLSD	EOCC		LIQUID LEVEL STATUS DIAGRAM	LIQUID LEVEL STATUS DIAGRAM
LLTB	EOCC		MAJOR LOSS OF LO TO THRUST	LAND BASED TEST SITE MAJOR LOSS OF LUBE OIL TO THRUST BEARING
LMCC	EOCC		LOSS OF MN CONTROL CON (MCC)	CONSOLE CASUALTIES LOSS OF MAIN CONTROL CONSOLE (MCC)
LMCS	EOCC		LOSS OF MACH PLANT CTL SYS	CONSOLE CASUALTIES LOSS OF MACHINERY PLANT CONTROL SYSTEM
LMDG	EOCC		LOSS MAIN PROPULSION DSL GEN	MAIN ENGINE CASUALTIES LOSS OF MAIN PROPULSION DIESEL GENERATOR
LMDRG	EOCC		LOSS OF MN PROP DIE GEN OR RED	REDUCTION GEAR CASUALTIES LOSS OF MAIN PROPULSION DIESEL GENERATOR OR REDUCTION GEAR
LMFC	EOCC		LOSS OF MAIN FEED CONTROL	FEEDWATER CASUALTIES LOSS OF MAIN FEED CONTROL
LMFCE	EOCC		LOSS OF MAIN FEED CONTROL ECON	FEEDWATER CASUALTIES LOSS OF MAIN FEED CONTROL ECONOMY
LMSG	EOCC		LOSS MINE SWEEP GENERATOR	GENERATOR/ELECTRICAL CASUALTIES LOSS OF MINE SWEEP GENERATOR

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
LMSP	EOCC		LOSS OF MAIN STEAM PRESSURE	FIREROOM CASUALTIES LOSS OF MAIN STEAM PRESSURE
LMSPE	EOCC		LOSS OF MAIN STEAM PRESSURE EC	MAIN ENGINE CASUALTIES LOSS OF MAIN STEAM PRESSURE ECONOMY
LOACP	EOCC		LOSS OF AC POWER	GENERATOR/ELECTRICAL CASUALTIES LOSS OF AC POWER
LOBF	EOCC		LOSS OF BOILER FIRES	BOILER CASUALTIES LOSS OF BOILER FIRES
LOBFE	EOCC		LOSS OF BOILER FIRES ECON	BOILER CASUALTIES LOSS OF BOILER FIRES ECONOMY
LOBP	EOCC		LOSS OF BASE POWER	LAND BASED TEST SITE LOSS OF BASE POWER
LOC	EOP		MAIN ENGINE LUBE OIL COOLER	LUBE OIL SYSTEMS MAIN ENGINE LUBE OIL COOLER
LOCF	EOP	I	LO COAL FILTER ALIGN OPERAT	LUBE OIL SYSTEMS LUBE OIL COALESCER FILTER
LOCH	EOP		MAIN ENGINE LUBE OIL COOLER	LUBE OIL SYSTEMS MAIN ENGINE LUBE OIL COOLER-HEATING
LODF	EOP		LUBE OIL FILTER (DUPLEX)	LUBE OIL SYSTEMS LUBE OIL FILTER (DUPLEX)
LODS	AFOSS		LUBE OIL STRAINER (DUPLEX)	LUBE OIL STRAINER (DUPLEX)
LOEP	AFOSS		LUBE OIL EVOLUTION PLAN	JP-5 SYSTEMS LUBE OIL EVOLUTION PLAN
LOEPF	EOCC		LOSS OF ELECTRIC POWER/FOAMING	LAND BASED TEST SITE LOSS OF ELECTRIC POWER/FOAMING
LOFS	EOP		LUBE OIL FILTER STRAINER	LUBE OIL SYSTEMS LUBE OIL FILTER STRAINER
LOFTG	EOP		L.O. FILTERS, TURBOGENERATOR	GENERATOR LUBE OIL FILTERS, SHIP SERVICE TURBOGENERATOR
LOH	EOP		LUBE OIL HEATER	LUBE OIL SYSTEMS LUBE OIL HEATER
LOLD	EOP		MAJOR LEAK IN SSDG LUBE OIL SY	MAJOR LEAK IN SSDG LUBE OIL SYSTEM
LOLRC	EOCC		MAJOR LEAK IN RCC OIL SYSTEM	REVERSING CONVERTER COUPLING CASUALTIES MAJOR LEAK IN REVERSING CONVERTER COUPLING LUBE OIL SYSTEM
LOLT	EOCC		LUBE OIL LEAK IN TURBOGEN	GENERATOR/ELECTRICAL CASUALTIES LUBE OIL LEAK IN TURBOGENERATOR
LOLVG	EOCC		LO LEAK MAIN ENG/IFVG LO SYS	MAIN ENGINE CASUALTIES MAJOR LUBE OIL LEAK IN MAIN ENGINE/IFVG LUBE OIL SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
LOME	EOCC		LOSS OF MAIN ENGINE	MAIN ENGINE CASUALTIES LOSS OF MAIN ENGINE
LOOB	EOCC		LOSS OF ONE BOILER	BOILER CASUALTIES LOSS OF ONE BOILER
LOPC	EOCC		LOSS OF CPP	PROPELLER CASUALTIES LOSS OF CONTROLLABLE PITCH PROPELLER
LOPE	EOP		EMERGENCY LUBE OIL PUMP	LUBE OIL SYSTEMS EMERGENCY LUBE OIL PUMP, MOTOR-DRIVEN
LOPM	AFOSS		MAIN LUBE OIL PUMP	LUBE OIL SYSTEMS LUBE OIL PUMP, MOTOR-DRIVEN
LOPO	EOP		LUBE OIL PURIFIER	LUBE OIL SYSTEMS LUBE OIL PURIFIER
LOPP	EOP		MAIN PITCH PUMP	LUBE OIL SYSTEMS MAIN PITCH PUMP
LOPR	EOP		LUBE OIL PUMP RECIP	LUBE OIL SYSTEMS LUBE OIL PUMP, STEAM-DRIVEN (RECIPROCATING)
LOPRC	EOCC		LOSS OF LO PRESS TO RCC	REVERSING CONVERTER COUPLING CASUALTIES LOSS OF LUBE OIL PRESSURE TO REVERSING CONVERTER COUPLING
LOPT	EOP		MAIN LUBE OIL PUMP	LUBE OIL SYSTEMS LUBE OIL PUMP, TURBINE-DRIVEN
LORW	EOCC		LOSS OF RAW WATER	LAND BASED TEST SITE LOSS OF RAW WATER
LOSA	EOP		MAIN ENGINE LUBE OIL SYSTEM	LUBE OIL SYSTEMS MAIN ENGINE LUBE OIL SYSTEM
LOSAD	EOP		LUBE OIL SYS: ALIGNING FOR DEL	LUBE OIL SYSTEMS LUBE OIL SYSTEM-ALIGNING FOR DELIVERING LUBE OIL/OFFLOADING AND SECURING
LOSAF	EOP		LUBE OIL SYSTEM	LUBE OIL SYSTEMS LUBE OIL SYSTEM-ALIGNING FOR FILLING LUBE OIL TANK AND SECURING
LOSF	EOP		LUBE OIL STORAGE FILL	LUBE OIL SYSTEMS LUBE OIL STORAGE FILL RECEIVING LUBE OIL FROM 55 GALLON DRUMS OR BY TRUCK
LOSFD	EOP		L.O. STRAINERS FDB	BOILER LUBE OIL STRAINERS, FORCED DRAFT BLOWER
LOSFP	EOP		L.O.STRAINERS MFP SHI INSCL	FEEDWATER SYSTEMS LUBE OIL STRAINERS, MAIN FEED PUMP
LOSRG	EOP		MAIN REDUCTION GEAR LUBE OIL	LUBE OIL SYSTEMS MAIN REDUCTION GEAR LUBE OIL SYSTEM
LOSS	EOP	I	LUBE OIL PURIFYING SYSTEM	LUBE OIL SYSTEMS LUBE OIL PURIFYING SYSTEM - ALIGNING FOR PURIFYING LUBE OIL IN MAIN ENGINE SUMP, CIRCULATING FROM SUMP TO SUMP AND SECURING

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
LOSTB	EOP		L. O. STRAINERS, THRUST BLOCK	LUBE OIL SYSTEMS LUBE OIL STRAINERS, THRUST BLOCK
LOSTG	EOP		L.O. STRAINERS TUBRO GEN	GENERATOR LUBE OIL STRAINERS, SHIP SERVICE TURBOGENERATOR
LOTA	EOP		ALIGN AND SECURE LO XFER SYS	LUBE OIL SYSTEMS ALIGNING AND SECURING LUBE OIL TRANSFER SYSTEM
LOTP	EOP		MAIN LUBE OIL PUMPS	LUBE OIL SYSTEMS LUBE OIL PUMPS - TESTING AUTOMATIC START FEATURES
LOTS	AFOSS		LUBE OIL TANKS: SOUNDING	LUBE OIL SYSTEMS LUBE OIL TANKS - SOUNDING
LPAA	EOP		LOW PRESSURE AIR SYSTEM	AIR SYSTEMS LOW PRESSURE AIR SYSTEM
LPAC	EOP		LOW-PRESSURE AIR COMPRESSOR	AIR SYSTEMS LOW-PRESSURE AIR COMPRESSOR, MOTOR-DRIVEN
LPACC	EOCC		LOSS OF PROP/AUX CONTROL CONS	LOSS OF PROPULSION/AUX CONTROL CONSOLE
LPAD	EOP		LOW PRESSURE DRY AIR DEHYD	AIR SYSTEMS LOW PRESSURE AIR DEHYDRATOR
LPAV	EOP		LP AIR SYS: VALIDATION SYS ALI	AIR SYSTEMS LOW PRESSURE AIR SYSTEM
LPBDC	EOCC		LOSS OF POWER BALLAST/DEBLST	BALLAST/DEBALLAST CASUALTIES LOSS OF POWER, BALLAST/DEBALLAST CONSOLE
LPCA	EOCC		LOSS OF PROP CONTRL AIR	AIR CASUALTIES LOSS OF PROPULSION CONTROL AIR
LPCC	EOP		LOW PRESSURE AIR COMPRESSOR	AIR SYSTEMS LOW PRESSURE AIR COMPRESSOR, CENTRIFUGAL
LPD	EOP		LP DRAIN COLLECTING SYSTEM	STEAM DRAIN SYSTEMS LOW PRESSURE DRAIN COLLECTING SYSTEM
LPFH	EOP		LOW PRESSURE FEED HEATER	FEEDWATER SYSTEMS LOW PRESSURE FEED HEATER
LPG	EOP		LIQU PETROLEUM GAS SYS	GALLEY SYSTEM LIQUEFIED PETROLEUM GAS SYSTEM
LPGB	EOP		PARRALLELING SS GEN TO BUS	ELECTRICAL SYSTEMS AND EQUIPMENT PARALLELING SHIP SERVICE GENERATOR TO BUS
LPLA	EOCC		LOSS POWER LEVER ACTUATOR	MAIN ENGINE CASUALTIES LOSS OF POWER LEVER ACTUATOR (PLA)
LPLOP	EOCC		LOSS OF MN PROP MTR LO PRESS	REDUCTION GEAR CASUALTIES LOSS OF MAIN PROPULSION MOTOR LUBE OIL
LPT	EOP		LP DRAIN COLL TANK	STEAM DRAIN SYSTEMS LOW PRESSURE DRAIN COLLECTING TANK

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LPTO	EOCC		LOW L.O. PRESS PROP TURBINE	MAIN ENGINE CASUALTIES PROPULSION TURBINE (GT) LUBE OIL SUPPLY PRESSURE LOW
LRCFS	EOP		RESTORE CLASS C FIRE IN SWBD	CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A SWITCHBOARD
LRDR	EOP		LIQUID LEVEL RECORDER	JP-5 SYSTEMS LIQUID LEVEL RECORDER
LRGB	EOP		RMV SS GEN FROM BUS	ELECTRICAL SYSTEMS AND EQUIPMENT REMOVING SHIP SERVICE GENERATOR FROM BUS
LS	EOP		LOG SHEET (SAMPLE)	DIAGRAMS, CHARTS AND TABLES LOG SHEET (SAMPLE)
LSC	EOCC		LOSS OF STEERING CONTROL	LOSS OF STEERING CONTROL
LSCU	EOCC		LOSS OF SHAFT CONTROL UNIT	LOSS OF SHAFT CONTROL UNIT (SCU)
LSFC	EOCC		LOSS OF MK84 60 TO 400 HZ FQC	SPECIAL FREQUENCY MOTOR GENERATORS LOSS OF MK 84 60 TO 400 HERTZ STATIC FREQUENCY CONVERTER
LSFMG	EOP		LOAD DISP SPEC FREQ MOTOR GEN	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY MOTOR-GENERATOR (300 KW) PARALLELING
LSFMO	EOP		LOAD DISP SPEC FREQ MOTOR GEN	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY MOTOR-GENERATOR (300 KW) PLACING IN OPERATION, OPERATING AND SECURING
LSFMR	EOP		LOAD DISP SPEC FREQ MOTOR GEN	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY MOTOR-GENERATOR (300 KW) REMOVING ELECTRICAL LOAD
LSFMS	EOP		LOAD DISP SPEC FREQ MOTOR GEN	SPECIAL FREQUENCY MOTOR GENERATORS PARALLING AND SHIFTING 300 KW TO 100 KW MOTOR GENERATOR
LSFS	EOP		SHF ELEC LOAD SHIP TO SHORE	OPERATIONAL PROCEDURES SHIFTING ELECTRICAL LOAD FROM SHIP TO SHORE POWER
LSFTL	EOP		SFMG SYNK & TRSFR 400HZ 300 KW	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY MOTOR-GENERATOR SYNCHRONIZE AND TRANSFER LOAD (400 HZ) (300 KW)
LSPM	EOP		LUBE OIL SEAWATER PUMP	REDUCTION GEAR LUBE OIL SEAWATER PUMP, MOTOR-DRIVEN
LSRG	EOCC		LOSS OF PORT/STBD SHAFT OR RG	SHAFT CASUALTIES LOSS OF PORT/STARBOARD SHAFT OR REDUCTION GEAR
LSSG	EOCC		LOSS OF SHIP SERVICE GENERATOR	GENERATOR/ELECTRICAL CASUALTIES LOSS OF SHIP SERVICE GENERATOR

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LSSGE	EOCC		LOSS OF SHIP SERVICE GENERATOR	GENERATOR/ELECTRICAL CASUALTIES LOSS OF SHIP SERVICE GENERATOR ECONOMY
LSTM	EOCC		SHIFT SPEC FREQ ELECT LOAD	SPECIAL FREQUENCY MOTOR GENERATORS SHIFTING SPECIAL FREQUENCY ELECTRICAL LOAD TO SPECIAL FREQUENCY MOTOR GENERATOR
LSTS	EOP		SHF ELEC LOAD SHORE TO SHIP	OPERATIONAL PROCEDURES SHIFTING ELECTRICAL LOAD FROM SHORE TO SHIP POWER
LSTT	EOP		SHIFT SPEC FREQ ELECT LOAD	SPECIAL FREQUENCY MOTOR GENERATORS SHIFTING SPECIAL FREQUENCY ELECTRICAL LOAD TO SPECIAL FREQUENCY TURBOGENERATOR
LSWB	EOCC		LOSS OF CTL OF STM TURB WTR BK	WATER BRAKE SYSTEM LOSS OF CONTROL OF STEAM TURBINE WATERBRAKE
LTC	EOCC		LOSS OF THROTTLE CONTROL	LAND BASED TEST SITE LOSS OF THROTTLE CONTROL
LTCS	EOCC		LOSS TOWER COOLING SYS	COOLING WATER SYSTEM CASUALTIES LOSS OF TOWER COOLING SYSTEM
LTS	EOP		ALGN AND OPR LUB OIL XFER SYS	LUBE OIL SYSTEMS ALIGNING AND OPERATING LUBRICATING OIL TRANSFER SYSTEM
LTSC	EOCC		LOSS TURBINE SPEED CONTROL	MAIN ENGINE CASUALTIES LOSS OF TURBINE SPEED CONTROL
LU1A	EOCC		GENS FR U/W TO AUX OP 1ER	OPERATIONAL PROCEDURES SHIFTING GENERATORS FROM UNDERWAY TO AUXILIARY OPERATION (ONE ENGINEROOM)
LU2A	EOP		GENS FR U/W TO AUX OP 2MMRS	OPERATIONAL PROCEDURES SHIFTING GENERATORS FROM UNDERWAY TO AUXILIARY OPERATION (TWO PLANTS)
LUFS	EOCC		STOP,LOCK & UNLOCK FIN STAB	STOPPING, LOCKING, AND UNLOCKING A FIN STABILIZER UNDERWAY
LURU	EOP		GEN U/W RED ST TO U/W 2MMRS	OPERATIONAL PROCEDURES SHIFTING GENERATORS FROM UNDERWAY READY STATUS (TWO MMR'S) TO UNDERWAY
LUSU	EOCC		LOCK & UNLOCK MAIN SHAFT	ABNORMAL OPERATING CONDITIONS STOPPING, LOCKING AND UNLOCKING A MAIN SHAFT UNDERWAY
LUUR	EOP		GEN U/W TO U/W RED ST 2MMRS	OPERATIONAL PROCEDURES SHIFTING GENERATORS FROM UNDERWAY TO UNDERWAY READY STATUS (TWO MMR'S)
LVAC	EOCC		LOSS OF VACUUM AUX COND	GENERATOR/ELECTRICAL CASUALTIES LOSS OF VACUUM IN AUXILIARY CONDENSER

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LVHOL	EOCC		LEAK IN CYCLOIDAL PP (CRP) HO	PROPELLER CASUALTIES MAJOR LEAK IN CYCLOIDAL PITCH PROPELLER (CRP) HYDRAULIC OIL
LVHOP	EOCC		LOSS OF CPP (VSP) HO PRESSURE	PROPELLER CASUALTIES LOSS OF CYCLOIDAL PITCH PROP (VSP) HYDRAULIC OIL PRESSURE
LVLOP	EOCC		LOSS OF VSP LUBE OIL PRESSURE	PROPELLER CASUALTIES LOSS OF CYCLOIDAL PITCH PROPELLER LUBE OIL PRESSURE
LVMC	EOCC		LOSS OF VACUUM MAIN COND	MAIN ENGINE CASUALTIES LOSS OF VACUUM IN MAIN CONDENSER
LVOL	EOCC		MAJOR LEAK IN VSP LUBE OIL SYS	PROPELLER CASUALTIES MAJOR LEAK IN CYCLOIDAL PITCH PROPELLER LUBE OIL SYSTEM
LWB	EOCC		LOSS OF WATERBRAKE	WATER BRAKE SYSTEM LOSS OF WATERBRAKE
LWDT	EOCC		LOW WATER IN DA FEED TANK	FEEDWATER CASUALTIES LOW WATER IN DEAERATING FEED TANK
LWDTE	EOCC		LOW WATER IN DA FEED TANK ECON	FEEDWATER CASUALTIES LOW WATER IN DEAERATING FEED TANK ECONOMY
LWST	EOCC		LOW WATER IN SURGE TANK	FEEDWATER CASUALTIES LOW WATER IN SURGE TANK
M L O C	EOP		MASTER PRE-FLASHUP CHECKLIST	MASTER PLANT PROCEDURES MASTER PRE-FLASHUP CHECKLIST
M11A	EOP		PRO AUX OP TO F/A PLANT	MASTER PLANT PROCEDURES PROCEEDING FROM AUXILIARY OPERATION, AFTER TO FORWARD PLANT OR FORWARD TO AFTER PLANT
M11AM	EOP		PRO AUX MAIN COND F/A PLANT	MASTER PLANT PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) AFTER TO FORWARD PLANT OR FORWARD TO AFTER PLANT
M12A	EOP		PRO AUX OP ONE MMR/TWOMMR	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM AUXILIARY OPERATION (ONE MMR) TO AUXILIARY OPERATION (TWO MMR'S)
M12U	EOP		PRO ONE SHAFT TO TWO SHAFTS	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM UNDERWAY ON ONE SHAFT (TRAILING SHAFT) TO UNDERWAY ON TWO SHAFTS
M1AAS	EOP		PRO FR AUX OP TO SHORE SER	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM AUXILIARY OPERATION (AUXILIARY BOILER) TO RECEIVING SHORE SERVICES
M1AS	EOP		PRO AUX OP TO SHORE SER	MASTER PLANT PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO RECEIVING SHORE SERVICES

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M1ASM	EOP		AUX OPER(MN COND) TO REC SHORE	MASTER PLANT PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) TO RECEIVING SHORE SERVICES
M1AU	EOP		PRO AUX OP TO UNDERWAY	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM AUXILIARY OPERATION (AUXILIARY BOILER) TO UNDERWAY
M1D2	EOP		PROCEDE:1GAS TURB TO 2 DIESELS	MASTER PLANT PROCEDURES PROCEEDING FROM 1 GAS TURBINE TO 2 DIESELS
M1G2	EOP	I	PROCEDE:1GAS TURB TO 2GAS TURB	MASTER PLANT PROCEDURES PROCEEDING FROM 1 GAS TURBINE TO 2 GAS TURBINE
M1T2	EOP		PROCEDE:1GAS TURB TO 2GAS TURB	MASTER PLANT PROCEDURES PROCEEDING FROM 1 GAS TURBINE TO 2 GAS TURBINE
M21A	EOP		PRO AUX OP TWO MMR TO ONE	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM AUXILIARY OPERATION (TWO MMR'S) TO AUXILIARY OPERATION (ONE MMR)
M21U	EOP		PRO TWO SHAFTS TO ONE SHAFT	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM UNDERWAY ON TWO SHAFTS TO UNDERWAY ON ONE SHAFT (TRAILING SHAFT)
M2AU	EOP		PRO AUX OP TO UNDERWAY	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM AUXILIARY OPERATION (TWO PLANTS) TO UNDERWAY
M2AU2	EOP		AUX OP 2MMRS TO U/W 6/8 BOI	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM AUXILIARY OPERATION (TWO MMR'S) TO UNDERWAY, SIX/EIGHT BOILERS
M2BS	EOP		PRE ADD BLR OPER, BLR STM BLAN	MASTER PLANT PROCEDURES PREPARING ADDITIONAL BOILER FOR OPERATION, BOILER UNDER STEAM BLANKET
M2D1	EOP		PROCEDE:2 DIESLS TO 1 GAS TURB	MASTER PLANT PROCEDURES PROCEEDING FROM 2 DIESELS TO 1 GAS TURBINE
M2D2	EOP		PROCEDE:2 DIESLS TO 2 GAS TURB	MASTER PLANT PROCEDURES PROCEEDING FROM 2 DIESELS TO 2 GAS TURBINES
M2G1	EOP	I	PROCEDE:2GAS TURB TO 1GAS TURB	MASTER PLANT PROCEDURES PROCEEDING FROM 2 GAS TURBINE TO 1 GAS TURBINE
M2T1	EOP		PROCEDE:2GAS TRUB TO 1GAS TURB	MASTER PLANT PROCEDURES PROCEEDING FROM 2 GAS TURBINE TO 1 GAS TURBINE
M2U4	EOP		PRO 2 BOIL TO 4 BOIL U/W	MASTER PLANT PROCEDURES PROCEEDING FROM UNDERWAY TWO BOILERS (PLANT CROSS-CONNECTED) TO UNDERWAY FOUR BOILERS (PLANTS SPLIT)
M4U2	EOP		PRO 4 BOIL TO 2 BOIL U/W	MASTER PLANT PROCEDURES PROCEEDING FROM UNDERWAY FOUR BOILERS (PLANTS SPLIT) TO UNDERWAY TWO BOILERS (PLANT CROSS-CONNECTED)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
MA2S	EOP		PRO FR AUX OP TO SHORE SER	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PORCEEDING FROM AUXILIARY OPERATION (TWO PLANTS) TO RECEIVING SHORE SERVICES
MABL	EOP		PREP ADDITIONAL BLR FOR OP	MASTER PLANT PROCEDURES PREPARING ADDITIONAL BOILER IN SPACE FOR OPERATION, BOILER UNDER STEAM BLANKET
MABO	EOP		PREP ADDITIONAL BLR FOR OP	MASTER PLANT PROCEDURES PREPARING ADDITIONAL BOILER FOR OPERATION
MABS	EOP		SECURING FIRST BOILER	MASTER PLANT PROCEDURES SECURING FIRST BOILER IN SPACE
MACGGM	EOP		SS AC DSL GEN GOV MALF	GENERATOR SHIP SERVICE AC DIESEL GENERATOR GOVERNOR MALFUNCTION
MACGOH	EOP		SS AC DSL GEN OVERHEATING	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE AC DIESEL GENERATOR OVERHEATING
MACGOL	EOP		SS AC DSL GEN OVERLOAD	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE AC DIESEL GENERATOR OVERLOAD
MAIS	EOP		ANTI-ICE SYSTEM	AIR SYSTEMS ANTI-ICE SYSTEM
MALLOP	EOCC		LOSS LO PRESS AUX LO SYS	LAND BASED TEST SITE LOSS OF LUBE OIL PRESSURE TO AUXILIARY LUBE OIL SYSTEM
MALOL	EOCC		MJR LEAK IN AUX LO SYS	LAND BASED TEST SITE MAJOR LEAK IN AUXILIARY LUBE OIL SYSTEM
MAMO	EOP		MINESWEEPING AUTO MODE	SWITCHBOARD PROCEDURES MINESWEEPING AUTOMATIC MODE OF OPERATION
MAMTU	EOP		PRO AUX MAIN COND TO UNDERWAY	MASTER PLANT PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) TO UNDERWAY
MAPDC	EOCC		ABNORMAL PWR DISTRIBUTE CONDS	ABNORMAL OPERATING CONDITIONS ABNORMAL POWER DISTRIBUTION CONDITIONS
MASS	EOP		MEA/ALKAZID SUPPLY SYSTEM:	LAND BASED TEST SITE MEA/ALKAZID SUPPLY SYSTEM
MATO	EOP		MP PRO PRO AUX OPER TO ONLINE	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM AUXILIARY OPERATION TO ONLINE
MATS	EOP		PRO FROM AUX OP TO SH SER	MASTER PLANT PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO RECEIVING SHORE SERVICES
MATSM	EOP		PRO AUX MAIN COND TO SHOR SER	MASTER PLANT PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) TO RECEIVING SHORE SERVICES

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MATU	EOP		PRO FROM AUX OP TO UNDERWAY	MASTER PLANT PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO UNDERWAY
MAUF	EOP		AN/UYK-44 FAILURE	LAND BASED TEST SITE AN/UYK-44 FAILURE
MBDB	EOP		BALLAST DRY DOCK (BURDENED)	BALLASTING AND DEBALLASTING SYSTEMS BALLASTING DRY DOCK (BURDENED)
MBDC	EOP		PRE-BALL/DEBALL CHECKLIST	BALLASTING AND DEBALLASTING SYSTEMS PRE-BALLASTING/DEBALLASTING CHECKLIST
MBDU	EOP		BALLASTING DRY DOCK(UNBURDENED	BALLASTING AND DEBALLASTING SYSTEMS BALLASTING DRY DOCK (UNBURDENED)
MBEX	EOCC		CASUALTY PRO BOILER EXPLN	BOILER CASUALTIES BOILER EXPLOSION
MBEXE	EOCC		CAS PRO BOILER EXPLN ECON	BOILER CASUALTIES BOILER EXPLOSION ECONOMY
MBFDG	EOCC		CLASS BRAVO FIRE DIESEL GEN	GENERATOR/ELECTRICAL CASUALTIES CLASS BRAVO FIRE IN DIESEL GENERATOR ENCLOSURE
MBGGM	EOCC		CLASS BRAVO FIRE IN GTG MODULE	GENERATOR/ELECTRICAL CASUALTIES CLASS BRAVO FIRE IN GAS TURBINE GENERATOR MODULE
MBGTM	EOCC		CLASS B FIRE PROP TUR GTM	MAIN ENGINE CASUALTIES CLASS BRAVO FIRE IN PROPULSION TURBINE MODUL (GTM)
MBPA	EOCC		BOILER STM PRESS CARRY AWAY	BOILER CASUALTIES BOILER STEAM PRESSURE PART CARRIES AWAY
MBRF	EOCC		CASUALTY PRO REFRACTORY FLR	BOILER CASUALTIES BRICKWORK OR REFRACTORY FAILURE
MBRFE	EOCC		CAS PRO REFRACTORY FLR ECON	BOILER CASUALTIES BRICKWORK OR REFRACTORY FAILURE ECONOMY
MC	EOCC	I	MAIN CONDENSATE SYSTEM	CONDENSATE SYSTEMS MAIN CONDENSATE SYSTEM
MCASF	EOCC		GT COOLING AIR SYS FAIL	MAIN ENGINE CASUALTIES GAS TURBINE COOLING AIR SYSTEM FAILURE
MCBF	EOCC		SECURING FOR CLASS B FIRE	PLANT CASUALTIES SECURING FOR CLASS BRAVO FIRE IN PROPULSION PLANT
MCCF	EOCC		CLASS CHARLIE FIRE	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE
MCCFG	EOCC		CLASS C FIRE IN GENERATOR	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN GENERATOR

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MCCFLB	EOCC		CLASS C FIRE LOAD BANK	LAND BASED TEST SITE CLASS C FIRE LOAD BANK
MCCFPG	EOCC		CLASS C FIRE IN PRPLN GEN	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN MAIN PROPULSION DIESEL GENERATOR
MCCFPM	EOCC		CLASS C FIRE IN PRPLN MTR	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN MAIN PROPULSION MOTOR
MCCFPP	EOCC		CLASS CHARLIE FIRE POWER PANEL	REFRIGERATION PLANT CLASS CHARLIE FIRE IN A POWER PANEL
MCCFPS	EOCC		CLASS C FIRE IN PRPLN SWBD	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN MAIN PROPULSION SWITCHBOARD
MCCFS	EOCC		CLASS C FIRE IN SWITCHBOARD	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN SWITCHBOARD
MCCM	EOCC		MAIN CONDENSER CIRC PUMP	SEAWATER SYSTEMS MAIN CONDENSER CIRCULATING WATER PUMP, MOTOR-DRIVEN
MCCMC	EOCC		CLASS C FIRE MOTOR CTL CENTER	LAND BASED TEST SITE CLASS CHARLIE FIRE IN MOTOR CONTROL CENTER
MCCPA	EOCC		MAIN CNTRL CONSOLE PWR SUPPLY:	CONSOLE MAIN CONTROL CONSOLE POWER SUPPLY
MCCT	EOP		MAIN CONDENSER CIRC WATER PUMP	MAIN CONDENSER MAIN CONDENSER CIRCULATING WATER PUMP, TURBINE-DRIVEN
MCFED	EOCC		CLASS C FIRE ELEC DIST SYS	CLASS CHARLIE FIRE IN ELECTRICAL DISTRIBUTION SYSTEM
MCFS	EOP		MODULE CO2 FIRFGT SYS ALIGN	FIREFIGHTING SYSTEMS MODULE CO2 FIREFIGHTING SYSTEM
MCPM	EOP		MAIN CONDENSATE PUMP	CONDENSATE SYSTEMS MAIN CONDENSATE PUMP, MOTOR-DRIVEN
MCPT	EOP		MAIN CONDENSATE PUMP	CONDENSATE SYSTEMS MAIN CONDENSATE PUMP, TURBINE-DRIVEN
MCS	EOP		MAIN CONDENSATE SYSTEM	CONDENSATE SYSTEMS ALIGNING MAIN CONDENSATE SYSTEM
MCSD	EOCC		CASULTY SHUT DOWN	LAND BASED TEST SITE MASTER CASUALTY RESPONSE PROCEDURE FIRE/CASULTY SHUT DOWN
MCTEU	EOP		PRO FRM A BOILER CAS ECONY U/W	MASTER CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A BOILER CASUALTY TO ECONOMY UNDERWAY
MCTS	EOP		MORPH CONDENSATE TREATMENT SYS	FEEDWATER SYSTEMS MORPHOLINE CONDENSATE TREATMENT SYSTEM

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MCTU	EOP		PROCEEDING FROM BLR CASUALTY	MASTER CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A BOILER CASUALTY TO UNDERWAY
MCU	EOP		EMERG PRO EMERG MANUAL CONT	ABNORMAL OPERATING CONDITIONS EMERGENCY PROCEDURE FOR EMERGENCY MANUAL CONTROL UNIT
MDDB	EOP		DEBALLAST DRY DOCK (BURDENED)	BALLASTING AND DEBALLASTING SYSTEMS DEBALLASTING DRY DOCK (BURDENED)
MDDU	EOP		DEBALLAST DRY DOCK(UNBURDENED)	BALLASTING AND DEBALLASTING SYSTEMS DEBALLASTING DRY DOCK (UNBURDENED)
MDECE	EOCC		MN PRPLN DIES ENG CRANK EXPLOS	MAIN ENGINE CASUALTIES MAIN PROPULSION DIESEL ENGINE CRANKCASE EXPLOSION
MDEGM	EOCC		MN PRPLN DIES ENG GOVERN MALF	MAIN ENGINE CASUALTIES MAIN PROPULSION DIESEL ENGINE GOVERNOR MALFUNCTION
MDGCE	EOCC		SSDG CRANKCASE EXPLOSION	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR CRANKCASE EXPLOSION
MDGEO	EOCC		MAIN PRPLN DIES ENG OVERHEAT	MAIN ENGINE CASUALTIES MAIN PROPULSION DIESEL ENGINE OVERHEATING
MDGGM	EOCC		SSDG GOVERNOR MALFUNCTION	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR GOVERNOR MALFUNCTION
MDGOH	EOCC		SSDG OVERHEATING	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR OVERHEATING
MDGOL	EOCC		SSDG OVERLOAD	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR OVERLOAD
MDPM	EOP	I	MN DRAIN PMP MTR DRIVEN	DEBALLAST SYSTEMS MAIN/SECONDARY DRAIN PUMP, MOTOR-DRIVEN
MEAJ	EOP		MAIN AIR EJECTORS	MAIN ENGINE MAIN AIR EJECTORS
MECA	EOP		PRO FR MAIN ENG CAS	MASTER CASUALTY RESTORATION PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM A MAIN ENGINE CASUALTY TO AUXILIARY OPERATION, AUXILIARY BOILER
MECU	EOP		MN ENG CASUALTY TO UNDERWAY	MASTER CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A MAIN ENGINE CASUALTY TO UNDERWAY
MECUF	EOCC		ECU FAILURE	CONSOLE CASUALTIES EXECUTIVE CONTROL UNIT (ECU) FAILURE
MEDA	EOCC		MAIN ENGINE, DIESEL	MAIN ENGINE MAIN ENGINE, DIESEL

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MEDH	EOP		MAIN ENG DEHUMIDIFYING SYS	LAND BASED TEST SITE MAIN ENGINE DEHUMIDIFYING SYSTEM
MEDSL	EOCC		ENGAGE&DISENGAGE SHAFT LINE LK	ABNORMAL OPERATING CONDITIONS ENGAGING AND DISENGAGING SHAFT LINE LOCK (GET HOME DEVICE)
MEGS	EOP		MN ENG GLAND SEALING STEAM	MAIN ENGINE MAIN ENGINE GLAND SEALING STEAM
MEJG	EOP		MAIN ENGINE JACKING GEAR	MAIN ENGINE MAIN ENGINE JACKING GEAR
MEOT	EOP		EOT AND ENG REV IND	THROTTLE ENGINE ORDER TELEGRAPH AND ENGINE REVOLUTION INDICATOR TESTING
MEPTV	EOCC		EXCESSIVE PROP TUR VIBRATIO	MAIN ENGINE CASUALTIES EXCESSIVE PROPULSION TURBINE (GT) VIBRATION
METD	EOP		MAIN ENGINE TURBINE DRAINS	MAIN ENGINE MAIN ENGINE TURBINE DRAINS
METR	EOP		MAIN ENGINE TURBINES	MAIN ENGINE MAIN ENGINE TURBINES-DETERMINING TURBINE ROTOR POSITION (HOT AND COLD)
METS	EOP		MAIN ENGINE TESTING	MAIN ENGINE MAIN ENGINE
METT	EOP		MN ENG THROTTLES TESTING	THROTTLE MAIN ENGINE THROTTLES-TESTING
MEU	EOP		PROCEDURE FOR EMER UNDERWAY	OPERATIONAL PROCEDURES MASTER PLANT PROCEDURE FOR EMERGENCY UNDERWAY
MFACG	EOP		CL C FIRE IN AC GENERATOR	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN AC GENERATOR
MFACS	EOP		CL C FIRE IN AC SWBD	GENERATOR/ELECTRICAL CASUALTIES CLASS CHARLIE FIRE IN AC SWITCHBOARD
MFBAC	EOP		CAS PRO FIRE BLR CASING	BOILER CASUALTIES FIRE IN BOILER AIR CASING
MFBACE	EOCC		CAS PRO FIRE BLR CASING ECON	BOILER CASUALTIES FIRE IN BOILER AIR CASING ECONOMY
MFBM	EOP		MAIN FEED BOOSTER PUMP	FEEDWATER SYSTEMS MAIN FEED BOOSTER PUMP, MOTOR-DRIVEN
MFBS	EOP		MAIN FEED BOOSTER PUMP	FEEDWATER SYSTEMS MAIN FEED BOOSTER PUMP
MFBT	EOP		MAIN FEED BOOSTER PUMP	FEEDWATER SYSTEMS MAIN FEED BOOSTER PUMP, TURBINE-DRIVEN
MFBW	EOCC	I	MAIN FEED BOOSTER PUMP	FEEDWATER SYSTEMS MAIN FEED BOOSTER PUMP, MOTOR-DRIVEN

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
MFG	EOCC		FIRE IN GENERATOR	GENERATOR/ELECTRICAL CASUALTIES FIRE IN A GENERATOR
MFHO	EOCC		PRO FOILBRN OP TO HULLBORNE	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM FOILBORNE OPERATION TO HULLBORNE OPERATION
MFID	EOP		MAKEUP FEED ION DEMINERALIZER	FEEDWATER SYSTEMS MAKEUP FEED ION DEMINERALIZER
MFMS	EOCC		FIRE IN A MACHINERY SPACE	PLANT CASUALTIES FIRE IN MACHINERY SPACE
MFOL	EOCC		MAJOR FUEL OIL LEAK	MAJOR FUEL OIL LEAK
MFOLE	EOCC		MAJOR FUEL OIL LEAK ECON	FUEL OIL CASUALTIES MAJOR FUEL OIL LEAK ECONOMY
MFP	EOP		MEA FILLING PROCEDURE	LAND BASED TEST SITE MEA FILLING PROCEDURE
MFPE	EOP		EMER FEED AND FDW TRANS PMP	FEEDWATER SYSTEMS EMERGENCY FEED AND FEEDWATER TRANSFER PUMP (RECIPROCATING)
MFPM	EOP		MAIN FEED PUMP,HORIZ MTR DRIVN	FEEDWATER SYSTEMS MAIN FEED PUMP, HORIZONTAL, MOTOR-DRIVEN
MFPR	EOP		EMER FEED AND FDW TRANS PMP	FEEDWATER SYSTEMS EMERGENCY FEED AND FEEDWATER TRANSFER PUMP (RECIPROCATING)
MFPT	EOP		MAIN FEED PUMP, TURBINE DRIVEN	FEEDWATER SYSTEMS MAIN FEED PUMP, TURBINE-DRIVEN
MFPU	EOP		PROC FROM FP OPER TO UNDWAY	FULL POWER PROCEDURES PROCEEDING FROM FULL POWER OPERATION TO UNDERWAY
MFPUC	EOP		POST SHUTDWN FIRE IN SSPU	GENERATOR/ELECTRICAL CASUALTIES POST SHUTDOWN FIRE IN SHIPS SERVICE POWER UNIT
MFS	EOCC		FIRE IN SWITCHBOARD	GENERATOR/ELECTRICAL CASUALTIES FIRE IN A SWITCHBOARD
MFSHE	EOCC		HULLBRN ENG FAILS TO SPEED	MAIN ENGINE CASUALTIES HULLBORNE ENGINE FAILS TO COME UP TO SPEED
MFTB	EOP		MAIN FEED BOOSTER PUMP	FEEDWATER SYSTEMS MAIN FEED BOOSTER PUMP, MOTOR-DRIVEN-TESTING
MGCU	EOP		PRO MN RED GEAR/SFT CASTY UNDE	MASTER CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A MAIN REDUCTION GEAR/SHAFTING CASUALTY TO UNDERWAY
MGGOS	EOP		GAS GENERATOR OVERSPEEDS	MAIN ENGINE CASUALTIES GAS GENERATOR (GG) OVERSPEEDS
MGGS	EOP		GAS GENERATOR STALLS	MAIN ENGINE CASUALTIES GAS GENERATOR STALL

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MGHCDT	EOCC		MSTR DIES GEN HI CYL DIFF TEMP	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR HIGH CYLINDER DIFFERENTIAL TEMPERATURE
MGHIT	EOCC		HIGH TURBINE INLET TEMPERATURE	HIGH TURBINE INLET TEMPERATURE
MGLOL	EOCC		MJR LEAK GAS TURB MN RED LO	LAND BASED TEST SITE MAJOR LEAK IN GAS TRUBINE MAIN REDUCTION GEAR LUBE OIL SYSTEM
MGLOP	EOCC		LOSS LO PRES MAIN REDUCT GEAR	LAND BASED TEST SITE LOSS OF LUBE OIL PRESSURE TO GAS TURBINE MAIN REDUCTION GEAR
MGS	EOP		MOTOR GENERATOR SET	SPECIAL FREQUENCY MOTOR GENERATORS MOTOR GENERATOR SET
MGTDU	EOP		PROCEDURE GAS TURBINE TO DIESE	OPERATIONAL PROCEDURES PROCEDURE FROM GAS TURBINE FULL POWER TO DIESEL UNDERWAY
MGTEC	EOCC		PROP TURB MOD EMER CLDN PRO	ABNORMAL OPERATING CONDITIONS PROPULSION TURBINE MODULE (GTM) EMERGENCY COOLDOWN PROCEDURE
MGTMO	EOP		MINESWEEPING GROUND TEST MODE	SWITCHBOARD PROCEDURES MINESWEEPING GROUND TEST MODE OF OPERATION
MGTSO	EOP		MMGTG STRT OP & STOP (LLPM/BT)	GENERATOR MAGNETIC MINESWEEPING GAS TURBINE GENERATOR
MGTSS	EOP		MMGTG SUPPORT SYSTEMS	GENERATOR MAGNETIC MINESWEEPING GAS TURBINE GENERATOR SUPPORT SYSTEMS
MGTV	EOP		MAIN GT SYS, VAL SYS ALIGN	MAIN GAS TURBINE SYSTEMS, VALIDATING SYSTEM ALIGNMENT
MGWOL	EOCC		MJR LEAK GAS TURB WTR BRK LO	WATER BRAKE SYSTEM MAJOR LEAK IN GAS TURBINE WATERBRAKE LUBE OIL SYSTEM
MGWOP	EOCC		LOSS OF GAS TURB WTR BRK LO PR	WATER BRAKE SYSTEM LOSS OF GAS TURBINE WATERBRAKE LUBE OIL PRESSURE
MGWOT	EOCC		GAS TURB WTR BRK OVER TEMP	WATER BRAKE SYSTEM GAS TURBINE WATERBREAK WATER OVER TEMPERATURE
MHBDG	EOCC		HOT BEARING DIESEL GENERATO	GENERATOR/ELECTRICAL CASUALTIES HOT BEARING IN SHIP SERVICE DIESEL GENERATOR
MHBFP	EOCC		HOT BRG FOILBRN PROP/GRBOX	PLANT CASUALTIES HOT BEARING FOILBORNE PROPULSION/GEARBOX
MHBGTG	EOCC		HOT BEARING IN GTG	HOT BEARING IN GAS TURBINE GENERATOR

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MHBGW	EOCC		HOT BEARING IN GAS TURB WTR BK	WATER BRAKE SYSTEM HOT BEARING IN GAS TURBINE WATERBREAK
MHBHP	EOCC		HOT BRG HULLBRN PROP/GRBOX	PLANT CASUALTIES HOT BEARING HULLBORNE PROPULSION/GEARBOX
MHBOH	EOCC		HULLBORNE ENGINE OVERHEATS	PLANT CASUALTIES HULLBORNE ENGINE OVERHEATS
MHBPG	EOCC		HOT BEARING IN MN PROP DIE GEN	MAIN ENGINE CASUALTIES HOT BEARING IN MAIN PROPULSION DIESEL GENERATOR
MHBPM	EOCC		MSTR MN PROP MTR HOT BRNG	MAIN ENGINE CASUALTIES HOT BEARING (BEARING LUBRICATED BY MAIN PROPULSION MOTOR LUBE OIL SYSTEM)
MHBRG	EOCC		HOT BEAR IN MN REDUCTION GEAR	REDUCTION GEAR CASUALTIES HOT BEARING IN MAIN REDUCTION GEAR
MHBS	EOCC		HEAVY BLACK SMOKE	BOILER CASUALTIES HEAVY BLACK SMOKE
MHBSW	EOCC	I	HOT BEARING STM TURB WTR BRAKE	WATER BRAKE SYSTEM HOT BEARING IN STEAM TURBINE WATERBRAKE
MHBTG	EOCC		CASUALTY PRO HOT BRG TG	GENERATOR/ELECTRICAL CASUALTIES HOT BEARING IN TURBOGENERATOR
MHBVG	EOCC		HOT IFVG BEARING	SHAFT CASUALTIES HOT IFVG BEARING
MHBW	EOCC		HOT BEARING IN WATERBRAKE	WATER BRAKE SYSTEM HOT BEARING IN WATERBRAKE
MHBWL	EOCC		CASUALTY PRO HIGH WATER BLR	BOILER CASUALTIES HIGH WATER IN BOILER
MHBWLE	EOCC		CAS PRO HIGH WATER BLR ECON	BOILER CASUALTIES HIGH WATER IN BOILER ECONOMY
MHEGT	EOCC		HI PWR TURB INLET GAS TEMP	MAIN ENGINE CASUALTIES HIGH POWER TURBINE INLET (T5.4) GAS TEMPERATURE (EGT)
MHETG	EOCC		HIGH EXH GAS TEMP IN G-TUR GEN	GENERATOR/ELECTRICAL CASUALTIES HIGH EXHAUST GAS TEMPERATURE IN GAS TURBINE GENERATOR
MHFO	EOCC		PRO FM HULLBORNE TO FOILBORN	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM HULLBORNE OPERATION TO FOILBORNE OPERATION
MHFS	EOP		MODULE HALON FF SYS: ALIGNING	FIREFIGHTING SYSTEMS MODULE HALON FIREFIGHTING SYSTEM: ALIGNING
MHGB	EOCC		MAIN PROPULSION GEAR BOX OVERH	MAIN ENGINE CASUALTIES MAIN PROPULSION GEAR BOX OVERHEATING

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
MHGTG	EOCC		HOT BEARING GAS TURB DRIVE TRN	REDUCTION GEAR CASUALTIES HOT BEARING IN GAS TURBINE DRIVE TRAIN
MHLSB	EOCC		HOT LINE SHAFT BEARING	SHAFT CASUALTIES HOT LINE SHAFT BEARING
MHLSBE	EOCC		HOT LINE SHAFT BEARING ECON	SHAFT CASUALTIES HOT LINE SHAFT BEARING ECONOMY
MHMEB	EOCC		CASUALTY PRO HOT BRG MN ENG	MAIN ENGINE CASUALTIES HOT BEARING IN MAIN ENGINE
MHMEBE	EOCC		CAS PRO HOT BRG MN ENG ECON	MAIN ENGINE CASUALTIES HOT BEARING IN MAIN ENGINE ECONOMY
MHOTG	EOCC		HIGH OIL TEMP IN GAS TURB GEN	GENERATOR/ELECTRICAL CASUALTIES HIGH OIL TEMPERATURE IN GAS TURBINE GENERATOR
MHPB	EOCC		HOT PEDESTAL BEARING	REDUCTION GEAR CASUALTIES HOT PEDESTAL BEARING (BEARING LUBRICATED BY MAIN ENGINE)
MHPBG	EOCC		MSTR HOT PED BRNG SSDG	GENERATOR/ELECTRICAL CASUALTIES HOT PEDESTAL BEARING (BEARING LUBRICATED BY SHIP SERVICE DIESEL GENERATOR)
MHPBM	EOCC		MASTER PROC HOT PED BRG	SHAFT CASUALTIES HOT PEDESTAL BEARING (BEARING LUBRICATED BY PROPULSION LUBE OIL SYSTEM
MHPET	EOCC	I	HIGH PWR TURB EXHAUST GAS TEMP	MAIN ENGINE CASUALTIES HIGH POWER TURBINE EXHAUST GAS TEMP
MHROT	EOCC		HIGH RCC OIL TEMP	REVERSING CONVERTER COUPLING CASUALTIES HIGH REVERSING CONVERTER COUPLING OIL TEMPERATURE
MHS	EOCC		PRO HULLBRN OP TO REC SHRSE	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM HULLBORNE OPERATION TO RECEIVING SHORE SERVICES
MHSTA	SDOSS		MASTER SEW TANK HGH LVL ALARM	SEWAGE DISPOSAL SYSTEM CASUALTIES MASTER PROCEDURE FOR SEWAGE TANK HIGH LEVEL ALARM
MHTBB	EOCC		CASUALTY PRO HOT THRUST BRG	SHAFT CASUALTIES MASTER CASUALTY RESPONSE PROCEDURE FOR HOT THRUST BLOCK BEARING
MHTBBE	EOCC		CAS PRO HOT THRUST BRG ECON	SHAFT CASUALTIES MASTER CASUALTY RESPONSE PROCEDURE FOR HOT THRUST BLOCK BEARING ECONOMY
MHTIT	EOCC		HIGH POWER TUR INLET GAS TE	MAIN ENGINE CASUALTIES HIGH POWER TURBINE INLET GAS TEMPERATURE (T5.4)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
MHTJB	EOCC		HOT THRUST/JOURNAL BEARING	SHAFT CASUALTIES HOT THRUST/JOURNAL BEARING
MHTLSB	EOCC		HOT THRUST/LINE SHAFT BEARING	LAND BASED TEST SITE HOT THRUST/LINE SHAFT BEARING
MHVCA	EOCC		MAIN ENGINE HIGH VACUUM	MAIN ENGINE CASUALTIES MAIN ENGINE HIGH VACUUM-COMBUSTION AIR INLET DUCTING
MHVDG	EOCC		HIGH VAC SSDG	GENERATOR/ELECTRICAL CASUALTIES SHIP SERVICE DIESEL GENERATOR HIGH VACUUM-COMBUSTION AIR INLET DUCTING
MI	EOCC		M-INCIN	INCINERATOR MARINE INCINERATOR
MJT	EOCC		CASUALTY PRO JAMMED THROT	MAIN ENGINE CASUALTIES JAMMED THROTTLE
MLACL	EOCC		LOSS AIR TO DIES ENG CLUTCH	AIR CASUALTIES LOSS OF AIR TO MAIN PROPULSION DIESEL ENGINE CLUTCH
MLALC	EOCC		LOSS OF AIR PRES TO LLPM CLTCH	AIR CASUALTIES LOSS OF AIR PRESSURE TO LIGHT LOAD PROPULSION MOTOR CLUTCH
MLATL	EOCC		LOSS AUTOMATIC THROT CONTRL	CONSOLE CASUALTIES LOSS OF AUTOMATIC THROTTLE CONTROL
MLBP	EOCC		CAS PRO LOSS BASE POWER	LAND BASED TEST SITE MASTER CASUALTY RESPONSE PROCEDURE FOR LOSS OF BASE POWER
MLBWL	EOCC		CASUALTY PRO LOW WATER BLR	BOILER CASUALTIES LOW WATER IN BOILER
MLBWLE	EOCC		CAS PRO LOW WATER BLR ECON	BOILER CASUALTIES LOW WATER IN BOILER ECONOMY
MLCA	EOCC		LOSS OF CONTROL AIR	LOSS OF CONTROL AIR
MLCBA	EOCC		LOSS OF CLUTCH/BRAKE AIR PRESS	AIR CASUALTIES LOSS OF CLUTCH/BRAKE AIR PRESSURE
MLCL	EOCC		LOSS OF CLUTCH	LOSS OF CLUTCH
MLCRP	EOCC		LOSS OF CONTR PITCH PROPEL	PROPELLER CASUALTIES LOSS OF CONTROLLABLE PITCH PROPELLER (CRP) PITCH CONTROL
MLCS	EOCC		LOSS OF COOLING SYSTEM	COOLING WATER SYSTEM CASUALTIES LOSS OF COOLING SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
MLCTS	EOCC		LOSS OF TOWER COOLING SYSTEM	COOLING WATER SYSTEM CASUALTIES LOSS OF TOWER COOLING SYSTEM
MLCVSP	EOCC		LOSS CPP (VSP) PITCH CONTROL	PROPELLER CASUALTIES LOSS OF CYCLOIDAL PITCH PROPELLER (VSP) PITCH CONTROL
MLCWB	EOCC		LOSS OF CONTROL OF WATERBRAKE	WATER BRAKE SYSTEM LOSS OF CONTROL OF WATERBRAKE
MLCWS	EOCC		LOSS OF CHILLED WATER SYSTEM	COOLING WATER SYSTEM CASUALTIES LOSS OF CHILLED WATER SYSTEM
MLDAP	EOCC		LOSS OF DEBALLAST AIRMAIN PRES	BALLAST/DEBALLAST CASUALTIES LOSS OF DEBALLAST AIRMAIN PRESSURE
MLEPC	EOCC		LOSS OF ELEC PLANT CONT CSL	GENERATOR/ELECTRICAL CASUALTIES LOSS OF ELECTRICAL PLANT CONTROL CONSOLE (EPCC)
MLFACG	EOCC		LOSS OF SS AC DSL GEN FO PRESS	GENERATOR/ELECTRICAL CASUALTIES LOSS OF SHIP SERVICE AC DIESEL GENERATOR FUEL OIL PRESSURE
MLFOP	EOCC		LOSS OF MAIN ENG FO PRESSURE	LOSS OF MAIN ENGINE FUEL OIL PRESSURE
MLFOPD	EOCC		LOSS OF SSDG FUEL OIL PRESS	GENERATOR/ELECTRICAL CASUALTIES LOSS OF SHIP SERVICE DIESEL GENERATOR FUEL OIL PRESSURE
MLFOPT	EOCC		LOSS OF GAS TURB FO PRESSURE	LOSS OF GAS TURBINE FUEL OIL PRESSURE
MLGGO	EOCC		LOW LO PRESS TO GTG	GENERATOR/ELECTRICAL CASUALTIES LOW LUBE OIL PRESSURE TO GAS TURBINE GENERATOR
MLHOL	EOCC		MAJOR LEAK IN CPP HO SYSTEM	PROPELLER CASUALTIES MAJOR LEAK IN CONTROLLABLE PITCH PROPELLER (CPP) HYDRAULIC OIL SYSTEM
MLHOP	EOCC		LOSS OF CPP HO PRESSURE	PROPELLER CASUALTIES LOSS OF CONTROLLABLE PITCH PROPELLER (CPP) HYDRAULIC OIL PRESSURE
MLHP	EOCC		LOSS OF HYDRAULIC PRESSURE	BALLAST/DEBALLAST CASUALTIES LOSS OF HYDRAULIC PRESSURE
MLLOG	EOCC		LOSS OF PROP ENG OUTPUT GR LOP	MAIN ENGINE CASUALTIES LOSS OF MAIN PROPULSION ENGINE OUTPUT GEAR LUBE OIL PRESSURE
MLLOL	EOCC		MAJOR LEAK MN RED GEAR LO SYS	REDUCTION GEAR CASUALTIES MAJOR LEAK MN RED REAR LO SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
MLLOLG	EOCC		LO LEAK IN ME OR GEAR BOX	MAIN ENGINE CASUALTIES MAJOR LUBE OIL LEAK IN MAIN ENGINE OR GEAR B
MLLOP	EOCC		LOSS OF MAIN ENG LO PRESSURE	MAIN ENGINE CASUALTIES LOSS OF MAIN ENGINE LUBE OIL PRESSURE
MLLOPB	EOCC		LOSS OF ME OR GEAR BOX LO PRES	MAIN ENGINE CASUALTIES LOSS OF MAIN ENGINE OR GEAR BOX LUBE OIL PRESSURE
MLLOPD	EOCC		LOSS OF SSDG LUBE OIL PRESSURE	GENERATOR/ELECTRICAL CASUALTIES LOSS OF SHIP SERVICE DIESEL GENERATOR LUBE OIL PRESSURE
MLLOPE	EOCC		LOSS OF MAIN ENG LO PRESSURE	MAIN ENGINE CASUALTIES LOSS OF MAIN ENGINE LUBE OIL PRESSURE ECONOMY
MLLOPG	EOCC		LOSS OF MAIN PROP DIE GEN LOP	MAIN ENGINE CASUALTIES LOSS OF MAIN PROPULSION DIESEL GENERATOR LUBE OIL PRESSURE
MLLOPR	EOCC		LOSS OF MN RED GEAR LO PRESS	REDUCTION GEAR CASUALTIES LOSS OF MAIN REDUCTION GEAR LUBE OIL PRESSURE
MLLOPT	EOCC		CAS PRO LOSS TG LO PRESS	GENERATOR/ELECTRICAL CASUALTIES LOSS OF TURBOGENERATOR LUBE OIL PRESSURE
MLLPD	EOP		PROC LLPM MODE TO MPDE MODE	MASTER PLANT PROCEDURES PROCEEDING FROM LIGHT LOAD PROPULSION MOTOR MODE TO MAIN PROPULSION DIESEL ENGINE MODE
MLLPT	EOP		LOSS OF GAS TURB LO PRESSURE	MAIN ENGINE GAS TURBINE CASUALTIES LOSS OF GAS TURBINE LUBE OIL PRESSURE
MLLPVG	EOCC		LOSS MAIN ENG LOP/IFVG LO SYS	MAIN ENGINE CASUALTIES LOSS OF MAIN ENGINE LUBE OIL PRESSURE/IFVG LUBE OIL SYSTEM
MLLTB	EOCC		LOSS OF LO TO THRUST BEARING	LAND BASED TEST SITE LOSS OF LUBE OIL TO THRUST BEARING
MLMCC	EOCC		LOSS OF MN CONTROL CON (MCC)	CONSOLE CASUALTIES LOSS OF MAIN CONTROL CONSOLE (MCC)
MLMCS	EOCC		LOSS OF MACH PLANT CTL SYS	CONSOLE CASUALTIES LOSS OF MACHINERY PLANT CONTROL SYSTEM
MLMFC	EOCC		CAS PRO LOSS MN FD CONTROL	FEEDWATER CASUALTIES LOSS OF MAIN FEED CONTROL
MLMFCE	EOCC		CAS PRO LOSS MN FD CTL ECON	FEEDWATER CASUALTIES LOSS OF MAIN FEED CONTROL ECONOMY
MLOBF	EOCC		CASUALTY PRO LOSS BLR FIRES	BOILER CASUALTIES LOSS OF BOILER FIRES

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MLOBFE	EOCC		CAS PRO LOSS BLR FIRES ECON	BOILER CASUALTIES LOSS OF BOILER FIRES ECONOMY
MLOBP	EOCC		LOSS OF BASE POWER	LAND BASED TEST SITE LOSS OF BASE POWER
MLOC	EOP		PRELIGHTOFF CHECKLIST	MASTER PLANT PROCEDURES MASTER PRELIGHTOFF CHECKLIST
MLOC-A	EOP		SHORE SER TO AUX OP MAIN PL	MASTER PLANT PROCEDURES MASTER PRELIGHTOFF CHECKLIST (SHORE SERVICES TO AUXILIARY, MAIN PLANT)
MLOC-B	EOP		AUX 1MN PL TO AUX 2MN PL U/	MASTER PLANT PROCEDURES MASTER PRELIGHTOFF CHECKLIST (AUXILIARY, ONE MAIN PLANT TO AUXILIARY, TWO MAIN PLANTS OR UNDERWAY)
MLOHE	EOP		LOSS OF HULLBORNE ENGINE	PLANT CASUALTIES LOSS OF HULLBORNE ENGINE
MLOHS	EOP		LOSS OF HYDRAULICS	PLANT CASUALTIES LOSS OF HYDRAULICS
MLOL	EOCC		MAJOR LEAK MN ENG LO SYS	MAIN ENGINE CASUALTIES MAJOR LEAK IN MAIN ENGINE LUBE OIL SYSTEM
MLOLD	EOCC		MAJOR LEAK IN SSDG LUBE OIL SY	MAJOR LEAK IN SSDG LUBE OIL SYSTEM
MLOLE	EOCC		MAJOR LEAK MN ENG LO SYS ECON	MAIN ENGINE CASUALTIES MAJOR LEAK IN MAIN ENGINE LUBE OIL SYSTEM ECONOMY
MLOLG	EOCC		LOW LO PRESS MAIN GEARBOX	PLANT CASUALTIES LOW LUBE OIL PRESSURE MAIN GEARBOX
MLOLRC	EOCC		MAJOR LEAK IN RCC OIL SYSTEM	REVERSING CONVERTER COUPLING CASUALTIES MAJOR LEAK IN REVERSING CONVERTER COUPLING LUBE OIL SYSTEM
MLOLT	EOCC		CASUALTY PRO LO LEAK TG	GENERATOR/ELECTRICAL CASUALTIES LUBE OIL LEAK IN TURBOGENERATOR
MLOLVG	EOCC		LO LEAK MAIN ENG/IFVG LO SYS	MAIN ENGINE CASUALTIES MAJOR LUBE OIL LEAK IN MAIN ENGINE/IFVG LUBE OIL SYSTEM
MLOMT	EOCC		LOSS OF PROPULSION TURBINE	MAIN ENGINE CASUALTIES LOSS OF PROPULSION TURBINE
MLOOH	EOCC		LO OVERHEATING MAIN TURBINE	MAIN ENGINE CASUALTIES LUBE OIL OVERHEATING MAIN TURBINE
MLOPC	EOCC		LOSS OF PITCH CONTROL	LOSS OF PITCH CONTROL
MLOPRC	EOCC		LOSS OF LO PRESS TO RCC	REVERSING CONVERTER COUPLING CASUALTIES LOFF OF LUBE OIL PRESSURE TO REVERSING CONVERTER COUPLING

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
MLOPU	EOCC		LOSS OF SSPU	GENERATOR/ELECTRICAL CASUALTIES LOSS OF SHIP SERVICE POWER UNIT (SSPU)
MLOS	EOCC		LOSS OF STRG/JAMMED BUCKETS	PLANT CASUALTIES LOSS OF STEERING/JAMMED BUCKETS
MLPACC	EOCC		LOSS OF PROP/AUX CONTROL CONS	LOSS OF PROP/AUX CONTROL CONSOLE
MLPBDC	EOCC		LOSS OF POWER BALLAST/DEBALLAS	BALLAST/DEBALLAST CASUALTIES LOSS OF POWER, BALLAST/DEBALLAST CONSOLE
MLPCA	EOCC		MSTR LOSSS OF PROP CONTROL AIR	AIR CASUALTIES LOSS OF PROPULSION CONTROL AIR
MLPLA	EOCC		LOSS POWER LEVER ACTUATOR	MAIN ENGINE CASUALTIES LOSS POWER LEVER ACTUATOR
MLPLOP	EOCC		MSTR LOSS MN PROP MTR LO PRESS	REDUCTION GEAR CASUALTIES LOSS OF MAIN PROPULSION MOTOR LUBE OIL PRESSURE
MLPTO	EOCC		LOW L.O. PRESS PROP TURBINE	MAIN ENGINE CASUALTIES PROPULSION TURBINE (GT) LUBE OIL SUPPLY PRESSURE LOW
MLSC	EOCC		LOSS OF STEERING CONTROL	LOSS OF STEERING CONTROL
MLSCU	EOCC		LOSS OF SHAFT CONTROL UNIT	LOSS OF SHAFT CONTROL UNIT
MLSFC	EOCC		LOSS OF MK 84 60 TO 400 HZ FQC	SPECIAL FREQUENCY MOTOR GENERATORS LOSS OF MK 84 60 TO 400 HERTZ STATIC FREQUENCY CONVERTER
MLSSG	EOCC		LOSS OF SHIP SERVICE GENERATOR	GENERATOR/ELECTRICAL CASUALTIES LOSS OF SHIP SERVICE GENERATOR
MLSWB	EOCC	I	LOSS OF CTL STM TURB WTR BRAKE	WATER BRAKE SYSTEM LOSS OF CONTROL OF STEAM TURBINE WATERBRAKE
MLTC	EOCC		LOSS OF THROTTLE CONTROL	LAND BASED TEST SITE LOSS OF THROTTLE CONTROL
MLTCS	EOCC		CAS PRO LOSS TOWER COOL SYS	COOLING WATER SYSTEM CASUALTIES MASTER CASUALTY RESPONSE PROCEDURE FOR LOSS OF TOWER COOLING SYSTEM
MLTSC	EOCC		LOSS OF TURBINE SPEED CONTROL	MAIN ENGINE CASUALTIES LOSS OF TURBINE SPEED CONTROL
MLUFS	EOCC		STOP,LOCK & UNLOCK FIN STAB	STOPPING, LOCKING, AND UNLOCKING A FIN STABILIZER UNDERWAY
MLUSU	EOCC		STOP,LOCK AND UNLOCK SFT UNDER	ABNORMAL OPERATING CONDITIONS STOPPING, LOCKING AND UNLOCKING A MAIN SHAFT UNDERWAY

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
MLVAC	EOCC		CAS PRO LOSS VAC AUX COND	GENERATOR/ELECTRICAL CASUALTIES LOSS OF VACUUM IN AUXILIARY CONDENSER
MLVHOL	EOCC		LEAK IN CYCLOIDAL (CRP) HO	PROPELLER CASUALTIES MAJOR LEAK IN CYCLOIDAL PITCH PROPELLER (CRP) HYDRAULIC OIL
MLVHOP	EOCC		LOSS OF CPP (VSP) HO PRESSURE	PROPELLER CASUALTIES LOSS OF CYCLOIDAL PITCH PROP (VSP) HYDRAULIC OIL PRESSURE
MLVLOP	EOCC		LOSS OF VSP LUBE OIL PRESSURE	PROPELLER CASUALTIES LOSS OF CYCLOIDAL PITCH PROPELLER LUBE OIL PRESSURE
MLVMC	EOCC		CAS PRO LOSS VAC MN COND	MAIN ENGINE CASUALTIES LOSS OF VACUUM IN MAIN CONDENSER
MLVOL	EOCC		MAJOR LEAK IN VSP LUBE OIL SYS	PROPELLER CASUALTIES MAJOR LEAK IN CYCLOIDAL PITCH PROPELLER LUBE OIL SYSTEM
MLWB	EOCC		LOSS OF WATERBRAKE	WATER BRAKE SYSTEM LOSS OF WATERBRAKE
MLWDT	EOCC		LOW WTR IN DEA FEED TANK	FEEDWATER CASUALTIES LOW WATER IN DEAERATING FEED TANK
MLWDTE	EOCC		LOW WTR IN DEA FEED TANK ECON	FEEDWATER CASUALTIES LOW WATER IN DEAERATING FEED TANK ECONOMY
MLWST	EOCC		LOW WATER IN SURGE TANK	FEEDWATER CASUALTIES LOW WATER IN SURGE TANK
MMCU	EOCC		EMERGENCY MANUAL CONTROL UNIT	ABNORMAL OPERATING CONDITIONS EMERGENCY PROCEDURE FOR EMERGENCY MANUAL CONTROL UNIT
MMDPP	EOCC		SECURE MALFUNCTION PROP PLANT	PLANT CASUALTIES SECURING FOR MALFUNCTION OF MAIN DIESEL PROPULSION PLANT
MMF	EOCC		MAJOR UNCONT FLOOD PRPLN PLANT	PLANT CASUALTIES MAJOR UNCONTROLLED FLOODING IN PROPULSION PLANT
MMFLOL	EOCC		MSTR MAJOR FO/LO LEAK	FUEL OIL CASUALTIES MAJOR FUEL/LUBE OIL LEAK
MMFOL	EOCC		MAJOR FUEL OIL LEAK	MAJOR FUEL OIL LEAK
MMFOLE	EOCC		MAJOR FUEL OIL LEAK ECON	FUEL OIL CASUALTIES MAJOR FUEL OIL LEAK ECONOMY
MMLC	EOP		MN PROP MTR LO CLR	REDUCTION GEAR MAIN PROPULSION MOTOR LUBE OIL COOLER

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
MMLO	EOP		MN PROP MTR LO SYS	LUBE OIL SYSTEMS MAIN PROPULSION MOTOR LUBE OIL SYSTEM
MMLOL	EOCC		CAS PRO LEAK ME LO SYS	MAIN ENGINE CASUALTIES MAJOR LEAK IN MAIN ENGINE LUBE OIL SYSTEM
MMLOLE	EOCC		CAS PRO LEAK ME LO SYS ECON	MAIN ENGINE CASUALTIES MAJOR LEAK IN MAIN ENGINE LUBE OIL SYSTEM ECONOMY
MMMO	EOP		MINESWEEPING MANUAL MODE	SWITCHBOARD PROCEDURES MINESWEEPING MANUAL MODE OF OPERATION
MMOL	EOCC		MAJOR OIL LEAK	LAND BASED TEST SITE MAJOR OIL LEAK
MMPMO	EOCC		MSTR MN PROP MTR OVRHTNG	REDUCTION GEAR CASUALTIES MAIN PROPULSION MOTOR OVERHEATING
MMSDG	EOCC		SECURE MALFUNCTION SSDG	GENERATOR/ELECTRICAL CASUALTIES SECURING FOR MALFUNCTION OF SHIP'S SERVICE DIESEL GENERATOR
MMSLC	EOCC		MNVRNG IN LCL CONT	MASTER PLANT PROCEDURES MANEUVERING IN LOCAL CONTROL
MMSLR	EOCC		CAS PRO STM LEAK PROP PLANT	PLANT CASUALTIES MAJOR STEAM LEAK/RUPTURE IN PROPULSION PLANT
MMT	EOP		MAIN MOTOR: TESTING	CONSOLE MAIN MOTOR-TESTING
MMTF	EOCC		MODE TRANSITION FAILURE	REVERSING CONVERTER COUPLING CASUALTIES MODE TRANSITION FAILURE
MMTT	EOP		MAIN MOTOR THROTTLES: TESTING	CONSOLE MAIN MOTOR THROTTLES-TESTING
MNCTU	EOP		PRO NONRESTOR SING BOIL CAS	MASTER CASUALTY RESTORATION PROCEDURES MASTER CASUALTY PROCEDURE FOR PROCEEDING FROM A NONRESTORABLE SINGLE BOILER CASUALTY TO UNDERWAY
MNCWU	EOP		PRO NONRESTORE CAS, UNDERWAY	MASTER CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A NONRESTORABLE SINGLE BOILER CASUALTY, BOILER UNDER STEAM BLANKET, WHILE UNDERWAY
MND	EOP		MEA NORMALITY DETERMINATION	LAND BASED TEST SITE MEA NORMALITY DETERMINATION
MNVACG	EOP		UNUS NOISE/VIBR IN AC DSL GEN	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN AC DIESEL GENERATOR
MNVDG	EOCC		UNUSUAL NOISE OR VIB IN SSDG	GENERATOR/ELECTRICAL CASUALTIES UNUSUAL NOISE OR VIBRATION IN SHIP SERVICE DIESEL GENERATOR

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MNVGG	EOCC		UNUSUAL NOISE VIBE IN GTG	GENERATOR/ELECTRICAL CASUALTIES UNUSUAL NOISE OR VIBRATION IN GAS TURBINE GENERATOR
MNVME	EOCC		UNUSUAL NOISE OR VIB IN ME	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN ENGINE OR SHAFTING
MNVMEDT	EOCC		UNUSUAL NOISE OR VIB ME OR DR	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN DIESEL ENGINE OR DRIVE TRAIN
MNVMEE	EOCC		UNUSUAL NOISE OR VIB IN ME ECO	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN ENGINE OR SHAFTING ECONOMY
MNVMG	EOCC		NOISE/VIBRATION MN DIESEL GTR	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN PROPULSION DIESEL GENERATOR
MNVMPS	EOCC		MSTR UNUSL VIBE MTR/SHAFT	REDUCTION GEAR CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN PROPULSION MOTOR/ PROPULSION SHAFT
MNVPD	EOCC		MSTR UNUSL VIBE MN PROP DSL	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN PROPULSION DIESEL ENGINE
MNVRG	EOCC		UNUSUAL NOISE OR VIB REDGR/SFT	REDUCTION GEAR CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN REDUCTION GEAR OR SHAFT
MNVTG	EOCC		CAS PRO NOISE OR VIB TG	GENERATOR/ELECTRICAL CASUALTIES UNUSUAL NOISE OR VIBRATION IN TURBOGENERATOR
MODR	EOCC		MANIFOLD OPERATOR	JP-5 SYSTEMS MANIFOLD OPERATOR
MOS	EOP		MASTER PLANT PROCEDURE:	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE-PLACING IN OPERATION, OPERATING, AND SECURING
MOSGG	EOCC		OVERSPEEDING GTG	GENERATOR/ELECTRICAL CASUALTIES OVERSPEEDING GAS TURBINE GENERATOR
MOTA	EOP		MP PRO PRO FR ONLINE TO AUX OP	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM ONLINE TO AUXILIARY OPERATION
MPAA	EOP		MED-PRESS AIR SYS:ALIGN&SECURE	AIR SYSTEMS MEDIUM-PRESSURE AIR SYSTEM-ALIGNING FOR OPERATION AND SECURING
MPAC	EOP		MED-PRESS AIR COMPRESSOR,MOTOR	AIR SYSTEMS MEDIUM-PRESSURE AIR COMPRESSOR, MOTOR-DRIVEN

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MPAV	EOP		MP AIR SYS: VALIDATION SYS ALI	AIR SYSTEMS MEDIUM PRESSURE AIR SYSTEM-VALIDATION SYSTEM ALIGNMENT
MPBO	EOP		PREPARE FOR BEACHING OPERATION	MASTER PLANT PROCEDURES PREPARING FOR BEACHING OPERATION
MPCP	EOP		MAIN PROPULSION CONTROL PANEL	ELECTRICAL SYSTEMS AND EQUIPMENT MAIN PROPULSION CONTROL PANEL
MPCSF	EOCC		PROGRAMMED CONTROL FAILURE	MAIN ENGINE CASUALTIES PROGRAMMED CONTROL FAILURE
MPCSS	EOP		MASTER PROCEDURE:	LAND BASED TEST SITE MASTER PROCEDURE-PLACING IN OPERATION, OPERATING, SECURING
MPDLL	EOP		PROC MPDE MODE TO LLPM MODE	MASTER PLANT PROCEDURES PROCEEDING FROM MAIN PROPULSION DIESEL ENGINE MODE TO LIGHT LOAD PROPULSION MOTOR MODE
MPDPI	CFOSS		MOGAS PIPING:DRAIN,PURGE,INERT	MOGAS SYSTEMS MOGAS PIPING- DRAINING, PURGING AND INERTING
MPGOL	CFOSS		MN PROPULSION DIESEL GEN OVRLD	MAIN ENGINE CASUALTIES MAIN PROPULSION DIESEL GENERATOR OVERLOAD
MPHCDT	EOCC		MSTR MN DSL HI CYL DELTA T	MAIN ENGINE CASUALTIES MAIN PROPULSION DIESEL ENGINE HIGH CYLINDER DIFFERENTIAL TEMPERATURE
MPM	EOP		MINESWEEPING PROPULSION MODE	SWITCHBOARD PROCEDURES MINESWEEPING PROPULSION MODE OF OPERATION
MPMCU	EOP		SHAFT CAS TO UNDWY	MASTER CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A MAIN PROCULSION MOTOR/SHAFTING CASUALTY TO UNDERWAY
MPMO	EOCC		MN PROP MTR	REDUCTION GEAR CASUALTIES MAIN PROPULSION MOTOR OVERHEATING
MPPI	CFOSS		MOGAS PIPING:PURGE & INERTING	MOGAS SYSTEMS MOGAS PIPING-PURGING AND INERTING
MPSFG	EOCC		POST SHTDWN FIRE IN GTG	GENERATOR/ELECTRICAL CASUALTIES POST SHUTDOWN FIRE IN GAS TURBINE GENERATOR
MPSFMG	EOCC		MASTER MAGN POST SHUT DN FIRE	GENERATOR/ELECTRICAL CASUALTIES POST SHUTDOWN FIRE IN MAGNETIC MINE SWEEPING GAS TURBINE GENERATOR (MASTER)
MPSFP	EOCC		POST SHUTDOWN FIRE TUR CASE	MAIN ENGINE CASUALTIES POST SHUTDOWN FIRE IN PROPULSION TURBINE (GT) CASING
MPSLE	EOCC		MSTR LOSS OF EXCITATION	MAIN ENGINE CASUALTIES LOSS OF EXCITATION
MPTOS	EOCC		POWER TURBINE OVERSPEEDS	MAIN ENGINE CASUALTIES POWER TURBINE (PT) OVERSPEEDS

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MRBT	EOCC		CAS PRO RUP BOILER TUBE	BOILER CASUALTIES RUPTURED BOILER TUBE
MRBTE	EOCC		CAS PRO RUP BOILER TUBE ECON	BOILER CASUALTIES RUPTURED BOILER TUBE ECONOMY
MRCFG	EOP		REST FROM C FIRE IN GENERAT	MASTER CASUALTY RESTORATION PROCEDURES RESTORING FROM A CLASS CHARLIE FIRE IN A GENERATOR
MRCFPG	EOP		REST FROM C FIRE IN PRPLN GEN	MASTER CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A MAIN PROPULSION GENERATOR
MRCFPM	EOP		REST FROM C FIRE IN PRPLN MTR	MASTER CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS "C" FIRE IN A MAIN PROPULSION MOTOR
MRCFPS	EOP		REST FROM C FIRE IN PRPLN SWBD	MASTER CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A MAIN PROPULSION SWITCHBOARD
MRCFS	EOP		REST FROM C FIRE IN SWBD	MASTER CASUALTY RESTORATION PROCEDURES RESTORING FROM A CLASS CHARLIE FIRE IN A SWITCHBOARD
MRDFP	EOCC		CAS PRO RUP DA FD TK FD PIP	FEEDWATER CASUALTIES RUPTURED DEAERATING FEED TANK OR FEED PIPING
MRDFPE	EOCC		CAS PRO RUP DA FD TK FD PIP EC	FEEDWATER CASUALTIES RUPTURED DEAERATING FEED TANK OR FEED PIPING ECONOMY
MRFACG	EOP		RESTR FM CL C FIRE AC GEN	MASTER CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS "C" FIRE IN A AC GENERATOR
MRFACS	EOP		RESTR FM CL C FIRE AC SWBD	MASTER CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS "C" FIRE IN A AC SWITCHBOARD
MRFG	EOP		RESTOR FROM FIRE IN GENERATOR	MASTER CASUALTY RESTORATION PROCEDURES RESTORING FROM A FIRE IN A GENERATOR
MRFS	EOP		RESTORE FROM FIRE IN SWBD	MASTER CASUALTY RESTORATION PROCEDURES RESTORING FROM A FIRE IN SWITCHBOARD
MRGBC	EOP		RESTORE FROM GEARBOX CASUALTY	MASTER CASUALTY RESTORATION PROCEDURES RESTORING FROM A GEARBOX CASUALTY
MRJG	EOP		MAIN RED GEAR JACKING GEAR	REDUCTION GEAR MAIN REDUCTION GEAR JACKING GEAR
MRSDG	EOP		RESTORING STANDBY SSDG	MASTER PLANT PROCEDURES RESTORING STANDBY SHIP SERVICE DIESEL GENERATOR
MRSFP	EOCC		RUPTURED SURGE TANK OR FEED PP	FEEDWATER CASUALTIES RUPTURED SURGE TANK OR FEED PIPING

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MRTG	EOP		MN RED GR TURN GR: ENGAGE	REDUCTION GEAR MAIN REDUCTION GEAR TURNING GEAR
MRTU	EOP		MINI REMOTE TERMINAL UNIT	CONSOLE MINI REMOTE TERMINAL UNIT
MRVF	EOCC		RCC VANE FAILURE	REVERSING CONVERTER COUPLING CASUALTIES REVERSING CONVERTER COUPLING VANE FAILURE
MS1A	EOP		BOILERS (MAIN)	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION (AUXILIARY BOILER)
MS1AC	EOP		PRO REC SHORE SER TO AUX OP	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER
MS1ACM	EOP		PRO SHOR SER TO AUX MAIN COND	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER (MAIN CONDENSER).
MS1AE	EOP		PRO REC SHORE SER TO AUX OP	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, EMERGENCY, PRESSURIZED MACHINERY ROOM
MS1AS	EOP		PRO REC SHORE SER TO AUX OP	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER SHORE STEAM BLANKET
MS1ASM	EOP		PRO SHOR SER TO AUX MAIN COND	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER STEAM BLANKET (MAIN CONDENSER).
MS1UC	EOP		PRO FR SHORE SER TO U/W	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, COLD BOILER
MS1US	EOP		PRO FR SHORE SER TO U/W	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, BOILER UNDER SHORE STEAM BLANKET
MS2AC	EOP		PRO AUX OP TO REC SH SERV	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES, COLD BOILER (TWO PLANTS) TO AUXILIARY OPERATION
MS2AE	EOP		PRO REC SHORE SER AUX OP	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, EMERGENCY, PRESSURIZED FIREROOM (TWO PLANTS)
MS2AS	EOP		PRO AUX OP TO REC SH SER	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES, BOILER UNDER SHORE STEAM BLANKET (TWO PLANTS) TO AUXILIARY OPERATION
MSAB	EOP		SECURING ADDITIONAL BOILER	MASTER PLANT PROCEDURES SECURING ADDITIONAL BOILER

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MSBFU	EOP		SHAFT BRAKE FAIL ENGAGE U/W	SHAFT CASUALTIES EMERGENCY PROCEDURE FOR SHAFT BRAKE FAILS TO ENGAGE UNDERWAY
MSBO	EOP		SECURE FROM BEACHING OPERATION	MASTER PLANT PROCEDURES SECURING FROM BEACHING OPERATION
MSCL	CFOSS		MOGAS SYSTEM CHECKLIST	MOGAS SYSTEMS MOGAS SYSTEM CHECKLIST
MSCSV	EOP		MAGAZINE SPRKLR CONTR SYS VAL	FIREFIGHTING SYSTEMS MAGAZINE SPRINKLER CONTROL SYSTEM VALIDATION
MSDG	EOP		MAGNETIC MINESWEEPING DSL GEN:	DIESEL GENERATOR MAGNETIC MINESWEEPING DIESEL GENERATOR
MSDH	EOP		PRO REC SHRSVC TO HULLBORN	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM RECEIVING SHORE SERVICES TO HULLBORNE OPERATION
MSDS	EOP		MAG MINESWEEPNG DSL GEN SUP SY	DIESEL GENERATOR MAGNETIC MINESWEEPING DIESEL GENERATOR SUPPORT SYSTEMS
MSEAH	EOCC		SET/REMOVE EMERG AHEAD PITCH	ABNORMAL OPERATING CONDITIONS SETTING AND REMOVING EMERGENCY AHEAD PITCH
MSEAS	EOCC		SET/REMOVE EMERG ASTERN PITCH	ABNORMAL OPERATING CONDITIONS SETTING AND REMOVING EMERGENCY ASTERN PITCH
MSEP	CFOSS		MOGAS SYS EVOLUTION PLAN	MOGAS SYSTEMS MOGAS SYSTEM EVOLUTION PLAN
MSFA	SDOSS		MASTER SEW SYS FLOODING ALARM	SEWAGE DISPOSAL SYSTEM CASUALTIES MASTER PROCEDURE FOR SEWAGE SYSTEM FLOODING ALARM
MSFWH	EOP	I	SOOT FIRE IN WASTE HEAT BOILER	LAND BASED TEST SITE SOOT FIRE IN WASTE HEAT BOILER
MSGOL	EOP	I	MJR LEAK STM TURB RED GR LO	REDUCTION GEAR CASUALTIES MAJOR LEAK IN STEAM TURBINE MAIN REDUCTION GEAR LUBE OIL SYSTEM
MSGOP	EOP	I	LOSS OF LO PRES STM TURB RED	REDUCTION GEAR CASUALTIES LOSS OF LUBE OIL PRESSURE TO STEAM TURBINE MAIN REDUCTION GEAR
MSLC	EOP		MNVRNG IN LCL CONT	STEERING SYSTEMS MANEUVERING IN LOCAL CONTROL
MSLRA	EOCC		MAJOR STM/LK RUPTURE IN BLR	PLANT CASUALTIES MAJOR STEAM LEAK/RUPUTRE IN AUXILIARY BOILER ROOM
MSMU	EOP		SEC MAIN ENGINE UNDERWAY	MASTER CASUALTY RESTORATION PROCEDURES SECURING A MAIN ENGINE UNDERWAY
MSSCI	SDOSS		MASTER SEW COM SPACE COMP INOP	SEWAGE DISPOSAL SYSTEM CASUALTIES MASTER PROCEDURE FOR SEWAGE SYSTEM COMPONENT BECOMES INOPERABLE

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MSSP	SDOSS		MACH SPACE SYS:ALIGN,STRT,SECU	SEWAGE DISPOSAL SYSTEMS MACHINERY SPACE SANITARY SYSTEM
MSSSV	EOP		MACH SPACE SPRINK SYS: VALIDTG	FIREFIGHTING SYSTEMS MACHINERY SPACE SPRINKLING SYSTEM
MSTA	EOP		PRO REC SHORE SERV TO AUX	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION
MSTAC	EOP		PRO REC SHORE TO AUX OP	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER
MSTACM	EOP		FROM SHORE SER TO AUX BLR	MASTER PLANT PROCEDURES PROCEEDING FROM SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER (MAIN CONDENSER)
MSTAS	EOP		PRO REC SHORE SER TO AUX OP	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER SHORE STEAM BLANKET
MSTASM	EOP		FROM SHORE SER TO AUX BLR	MASTER PLANT PROCEDURES PROCEEDING FROM SHORE SERVICES TO AUXLILIARY OPERATION, BOILER UNDER SHORE STEAM BLANKET (MAIN CONDENSER)
MSTC	EOP		PRO REC SHORE SER TO COLD	MASTER PLANT PROCEDURES PROCEEDING FROM SHORE SERVICES TO COLD IRON STATUS
MSTU	EOP		PRO REC SHORE SER TO UNWAY	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY
MSTUC	EOP		PRO REC SHORE SER TO UNWAY	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, COLD BOILER
MSTUS	EOP		PRO REC SHORE SER TO UNWAY	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, BOILER UNDER SHORE STEAM BLANKET
MSU2	EOP		PRO 4 BOIL TO 6/8 BOIL U/W	MASTER PLANT PROCEDURES PROCEEDING FROM FOUR BOILERS ONE IN EACH MAIN MACHINERY ROOM (MMR) TO UNDERWAY, SIX/EIGHT BOILERS
MSWOL	EOP	I	MJR LEAK STM TURB WTR BRAKE LO	WATER BRAKE SYSTEM MAJOR LEAK IN STEAM TURBINE WATERBRAKE LUBE OIL SYSTEM
MSWOP	EOP	I	LOSS STM TURB WTR BRAKE LO PRS	WATER BRAKE SYSTEM LOSS OF STEAM TURBINE WATERBRAKE LUBE OIL PRESSURE
MSWOT	EOP	I	STM TURB WTR BRAKE OVER TEMP	WATER BRAKE SYSTEM STEAM TURBINE WATERBRAKE WATER OVER TEMPERATURE

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MTAC	EOP		MAIN ENGINE THROTTLES	MAIN ENGINE MAIN ENGINE THROTTELS - PLACING IN "AUTOMATIC" MODE AND SHIFTING THROTTLE CONTROL
MTF	EOCC		MODE TRANSITION FAILURE	REVERSING CONVERTER COUPLING CASUALTIES MODE TRANSITION FAILURE
MTP	CFOSS		MOGAS TRANSFER PUMP	MOGAS SYSTEMS MOGAS TRANSFER PUMP
MU12B	EOP		PRO 1 BOIL TO 2 BOIL U/W	MASTER PLANT PROCEDURES PROCEEDING FROM ONE BOILER OPERATION TO TWO BOILER OPERATION UNDERWAY (PLANT SPLIT)
MU1A	EOP		PRO UNWAY TO AUX OP	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION (AUXILIARY BOILER)
MU1S	EOP		PRO FR U/W TO SHORE SER	MASTER PLANT PROCEDURES PROCEEDING FROM UNDERWAY TO RECEIVING SHORE SERVICES
MU21B	EOP		PRO 2 BOIL TO 1 BOIL U/W	MASTER PLANT PROCEDURES PROCEEDING FROM TWO BOILER OPERATION TO ONE BOILER OPERATION UNDERWAY (PLANT CROSS-CONNECTED)
MU2A	EOP		PRO UNWAY TO AUX OP	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION (TWO PLANTS)
MUDGT	EOP		PROCEDURE UNDERWAY TO GAS TURB	MASTER PLANT PROCEDURES PROCEDURE FROM UNDERWAY DIESEL TO GAS TURBINE FULL POWER
MUFP	EOP		PROC FROM UNDWAY TO FP OPER	FULL POWER PROCEDURES PROCEEDING FROM UNDERWAY TO FULL POWER OPERATION
MULC	EOP		PRO U/W LOCAL MANUAL CONT	MASTER PLANT PROCEDURES PROCEEDING TO UNDERWAY, LOCAL MANUAL CONTROL
MUNVE	EOP		UNUSUAL NOISE/VIBRATION ENG	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION HULLBORNE ENGINE
MURU	EOP		PRO UNWAY READY TO UNWAY	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM UNDERWAY READY STATUS TO UNDERWAY
MURU-A	EOP		PRO U/W RED ST. TO U/W	MASTER PLANT PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS (SHAFT TRAILING) TO UNDERWAY
MURU-B	EOP		PRO U/W RED ST. TO U/W	MASTER PLANT PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS (WITHOUT SHAFT TRAILING) TO UNDERWAY
MUTA	EOP		PRO UNDERWAY TO AUX OP	MASTER PLANT PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION

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MUTAM	EOP		PRO UNDERWAY TO AUX MAIN COND	MASTER PLANT PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION (MAIN CONDENSER)
MUTS	EOP		PRO UNWAY TO REC SHORE SER	MASTER PLANT PROCEDURES PROCEEDING FROM UNDERWAY TO RECEIVING SHORE SERVICES
MUUR	EOP		PRO PRE UNWAY TO UNWAY REDY	MASTER PLANT PROCEDURES MASTER PLANT PROCEDURE FOR PROCEEDING FROM UNDERWAY TO UNDERWAY READY STATUS
MVPM	EOP		MAIN VACUUM PUMP	MAIN ENGINE MAIN VACUUM PUMP
MWBEV	EOCC		CAS PRO WTR BRAKE NOISE/VIB	WATER BRAKE SYSTEM MASTER CASUALTY RESPONSE PROCEDURE FOR WATERBRAKE UNUSUAL NOISE OR VIBRATION
MWBHT	EOCC		CAS PRO WTR BRAKE HIGH TEMP	WATER BRAKE SYSTEM MASTER CASUALTY RESPONSE PROCEDURE FOR WATERBRAKE BEARING HIGH TEMPERATURE
MWBOT	EOCC		CAS PRO WTR BRAKE OVER TEMP	WATER BRAKE SYSTEM MASTER CASUALTY RESPONSE PROCEDURE FOR WATERBRAKE WATER OVER TEMPERATURE
MWOL	EOCC		MAJOR LEAK WATERBRAKE LO SYSTM	WATER BRAKE SYSTEM MAJOR LEAK IN WATERBRAKE LUBE OIL SYSTEM
MWOP	EOCC		LOSS OF WATERBRAKE LO PRESSURE	WATER BRAKE SYSTEM LOSS OF WATERBRAKE LUBE OIL PRESSURE
MWOT	EOCC		WATERBRAKE WATER OVER TEMP	WATER BRAKE SYSTEM WATERBRAKE WATER OVER TEMPERATURE
MWS	EOCC		WHITE SMOKE	BOILER CASUALTIES WHITE SMOKE
MWSE	EOCC		WHITE SMOKE ECON	BOILER CASUALTIES WHITE SMOKE ECONOMY
NANG	EOCC		TEST MASTER CODE	MASTER PLANT PROCEDURES TEST MASTER CODE-SECTION TITLE
NANG1	EOCC		MORE TEST	MORE TEST
NANG3	EOP		TEST EOP	TEST EOP LONG NAME
NASC	EOCC		NON-AUTO SHUTDOWN CASUALTY	LAND BASED TEST SITE NON-AUTOMATIC SHUTDOWN CASUALTY
NBPS	EOCC		NO BREAK POWER SUPPLY	ELECTRICAL SYSTEMS AND EQUIPMENT NO BREAK POWER SUPPLY
NPW	EOP		CONSOLE, NAVIGATION WORKSTA	CONSOLE CONSOLE, NAVIGATION PLANNING WORKSTATION

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NSS	EOP		NITROGEN SUPPLY SYSTEM	LAND BASED TEST SITE NITROGEN SUPPLY SYSTEM
NVDG	EOCC		NOISE/VIB SS DGEN	GENERATOR/ELECTRICAL CASUALTIES UNUSUAL NOISE OR VIBRATION IN SHIP SERVICE DIESEL GENERATOR
NVGG	EOCC		UNUSUAL NOISE VIBE IN GTG	GENERATOR/ELECTRICAL CASUALTIES UNUSUAL NOISE OR VIBRATION IN GAS TURBINE GENERATOR
NVL	EOP		HYDRAULIC VALVE TABLE	HYDRAULIC POWER UNIT NORMAL OPERATION VALVE ALIGNMENT
NVME	EOCC		NOISE OR VIB MN ENG OR SFT	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN ENGINE OR SHAFTING
NVMEDT	EOCC		UNUSUAL NOISE OR VIB ME DR TRN	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN DIESEL ENGINE OR DRIVE TRAIN
NVMEE	EOCC		NOISE OR VIB MN ENG OR SFT EC	MAIN ENGINE CASUALTIES UNUASUAL NOISE OR VIBRATION IN MAIN ENGINE OR SHAFTING ECONOMY
NVMG	EOCC		NOISE/VIBRATION MN DIESEL GTR	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN PROPULSION DIESEL GENERATOR
NVMPS	EOCC		NOISE OF VIBE PROP MTR/SHAFT	REDUCTION GEAR CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN PROPULSION MOTOR/PROPULSION SHAFT
NVPD	EOCC		NOISE OR VIBE MN PROP DSL	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN PROPULSION DIESEL ENGINE
NVRG	EOCC		VIBRATION MN RED GEAR/SHAFT	REDUCTION GEAR CASUALTIES UNUSUAL NOISE OR VIBRATION IN MAIN REDUCTION GEAR OR SHAFT
NVTG	EOCC		NOISE OR VIB IN TG	GENERATOR/ELECTRICAL CASUALTIES UNUSUAL NOISE OR VIBRATION IN TURBOGENERATOR
OBDC	EOCC		OVERBOARD DISCHARGE CONN	JP-5 SYSTEMS OVERBOARD DISCHARGE CONNECTIONS
OCM	EOP		ALGNG,OPER, SECUR,OIL CONT MON	LAND BASED TEST SITE OIL CONTENT MONITOR
ODDR	EOP		OVERBOARD DISCHARGE WATCH	JP-5 SYSTEMS OVERBOARD DISCHARGE WATCH-DUTIES AND RESPONSIBILITIES WHILE FUELING

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
OFHO	EOP		PRO FOILBRN OP TO HULLBRNOP	MASTER PLANT PROCEDURES PROCEEDING FROM FOILBORNE OPERATION TO HULLBORNE OPERATION
OGC	EOP		OPT GEN COMBINATION CHART	DIAGRAMS, CHARTS AND TABLES OPTIMUM GENERATOR COMBINATION CHART
OHDV	EOP		OIL HEATING DRAIN SYSTEM	LUBE OIL SYSTEMS OIL HEATING DRAIN SYSTEM
OHFO	EOP		PRO HULLBRN OP TO FOILBRNOP	MASTER PLANT PROCEDURES PROCEEDING FROM HULLBORNE OPERATION TO FOILBORNE OPERATION
OHIT	EOP		OIL HEATING DRAIN INSP TANK	LUBE OIL SYSTEMS OIL HEATING DRAIN INSPECTION TANK
OHS	EOP		PRO HULLBRN OP TO REC SHRSV	MASTER PLANT PROCEDURES PROCEEDING FROM HULLBORNE OPERATION TO RECEIVING SHORE SERVICES
OLDW	EOP		ON LINE DETERGENT WASH SYSTEM	MAIN ENGINE ON LINE DETERGENT WASH SYSTEM
OLJP	EOP		OFFLOADING JP-5	JP-5 SYSTEMS OFFLOADING JP-5
OLLO	AFOSS		OFFLOAD LUBE OIL	JP-5 SYSTEMS OFFLOADING LUBE OIL
OLTJP	AFOSS		OFF-LOAD/TRANSFER JP-5	JP-5 SYSTEMS OFF-LOADING/TRANSFERRING JP-5
OMC	EOP		OPERATING LIMITS CHART	DIAGRAMS, CHARTS AND TABLES OPERATING LIMITS CHART
OSDH	EOP		PRO REC SHRSVC TO HULLBRNOP	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO HULLBORNE OPERATION
OSGG	EOCC		OVERSPEEDING GTG	GENERATOR/ELECTRICAL CASUALTIES OVERSPEEDING GAS TURBINE GENERATOR
OWP	EOCC		OILY WASTE TANK PUMP	DRAIN AND WASTE WATER SYSTEMS OILY WASTE TANK PUMP (MOTOR DRIVEN)
OWPM	EOCC		OILY WSTE XFER PMP MTR DRIV	DRAIN AND WASTE WATER SYSTEMS OILY WASTE TRANSFER PUMP, MOTOR-DRIVEN
OWPT	EOP		OILY WASTE XFER PUMP (RECPRTG)	DRAIN AND WASTE WATER SYSTEMS OILY WASTE TRANSFER PUMP(RECIPROCATING)
OWS	EOP		OIL-WATER SEPARATOR	DRAIN AND WASTE WATER SYSTEMS OIL-WATER SEPARATOR
OWSV	EOP		OILY WASTE DRAIN SYS VALIDATON	DRAIN AND WASTE WATER SYSTEMS OILY WASTE DRAIN SYSTEM VAILDATION
P11A	EOP		PRO AUX OP AFT/FWD PLANT	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION AFTER TO FORWARD PLANT OR FORWARD PLANT TO AFTER PLANT

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P11AM	EOP		PRO AUX MAIN COND F/A PLANT	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) AFTER TO FORWARD PLANT OR FORWARD TO AFTER PLANT.
P12A	EOP		PRO AUX OP ONE MMR TO TWO	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (ONE MMR) TO AUXILIARY OPERATION (TWO MMR'S)
P1AAS	EOP		PRO FR AUX OP TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (AUXILIARY BOILER) TO RECEIVING SHORE SERVICES
P1AS	EOP		PRO AUX OP TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO RECEIVING SHORE SERVICES
P1ASM	EOP		AUX OPERATION(MN COND) TO REC	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSOR) TO RECEIVING SHORE SERVICES
P1AU	EOP		PRO AUX OP TO UNDERWAY	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (AUXILIARY BOILER) TO UNDERWAY
P21A	EOP		PRO AUX OP TWO MMRS TO ONE	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO MMR'S) TO AUXILIARY OPERATION (ONE MMR)
P2AU	EOP		PRO AUX OP 2 MMRS TO UNWAY	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO PLANTS) TO UNDERWAY
P2AU2	EOP		AUX OP 2MMRS TO U/W 6/8 BOI	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO MMR'S) TO UNDERWAY, SIX/EIGHT BOILERS
P2BS	EOP		PRE ADD BLR OPER, BLR STM BLAN	OPERATIONAL PROCEDURES PREPARING ADDITIONAL BOILER FOR OPERATION, BOILER UNDER STEAM BLANKET
P2U4	EOP		PRO 2 BOIL 4 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TWO BOILERS (PLANT CROSS-CONNECTED) TO UNDERWAY FOUR BOILERS (PLANTS SPLIT)
P4U2	EOP		PRO 4 BOIL 2 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY FOUR BOILERS (PLANTS SPLIT) TO UNDERWAY TWO BOILERS (PLANT CROSS-CONNECTED)
PA2S	EOP		PRO FR AUX OP TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (TWO PLANTS) TO RECEIVING SHORE SERVICES
PABL	EOP		PREP ADDITIONAL BLR FOR OP	OPERATIONAL PROCEDURES PREPARING ADDITIONAL BOILER IN SPACE FOR OPERATION

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PABO	EOP		PREP ADDITIONAL BLR FOR OP	OPERATIONAL PROCEDURES PREPARING ADDITIONAL BOILER FOR OPERATION
PABS	EOP		SECURING FIRST BOILER	OPERATIONAL PROCEDURES SECURING FIRST BOILER IN SPACE
PAMTU	EOP		PRO AUX MAIN COND TO UNDERWAY	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) TO UNDERWAY
PATS	EOP		PRO AUX OP TO REC SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO RECEIVING SHORE SERVICES
PATSM	EOP		PRO AUX MAIN COND TO SHOR SER	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION (MAIN CONDENSER) TO RECEIVING SHORE SERVICES
PATU	EOP		PRO AUX OP TO UNDERWAY	OPERATIONAL PROCEDURES PROCEEDING FROM AUXILIARY OPERATION TO UNDERWAY
PBAS	EOP		PROP BLEED AIR:ALIGN,OPER,SECU	AIR SYSTEMS PROPELLER BLEED AIR SYSTEM:ALIGNING, PLACING IN OPERATION AND SECURING
PCDJ	EOP		CARGO JP-5/DFM SYS: ALIGN DEL	JP-5 SYSTEMS CARGO (JP-5)/DFM SYSTEM-ALIGNING FOR DELIVERY AND SECURING
PCI	SDOSS		COMMINUTOR BECOMES INOPERABLE	SEWAGE DISPOSAL SYSTEM CASUALTIES PUMP STATION, COMMINUTOR BECOMES INOPERABLE
PCRJ	SDOSS		CARGO JP-5/DFM SYS: ALIGN RCPT	JP-5 SYSTEMS CARGO (JP-5)/DFM SYSTEM-ALIGNING FOR RECEIPT AND SECURING
PCSA	EOP		PROP CONT SYS ALIGN CK	CONSOLE PROPULSION CONTROL SYSTEM ALIGNMENT CHECK
PCSF	EOCC		PROGRAMMED CONTROL FAILURE	MAIN ENGINE CASUALTIES PROGRAMMED CONTROL FAILURE
PCTEU	EOP		PRO BOILER CAS TO ECONY U/W	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A BOILER CASUALTY TO ECONOMY UNDERWAY
PCTU	EOP		PRO BOILER CAS TO UNDERWAY	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A BOILER CASUALTY TO UNDERWAY
PCWS	EOP		PLANT CLNG WTR SYS	COOLING WATER SYSTEMS PLANT COOLING WATER SYSTEM
PDD	EOP		PLASMA DISPLAY DIRECTORY CHART	DIAGRAMS, CHARTS AND TABLES PLASMA DISPLAY DIRECTORY CHART
PDS	EOP		POWER DISTRIBUTION SYSTEM	ELECTRICAL SYSTEMS AND EQUIPMENT POWER DISTRIBUTION SYSTEM
PECA	EOP		PRO FR MAIN ENG CAS	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A MAIN ENGINE CASUALTY TO AUXILIARY OPERATION, AUXILIARY BOILER
PECU	EOP		PRO ME CASUALTY TO UNDERWAY	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A MAIN ENGINE CASUALTY TO UNDERWAY

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PEDB	EOP		ALGN FOR EMER DRAIN BACK	JP-5 SYSTEMS ALIGNING FOR EMERGENCY DRAIN BACK
PFHO	EOP		PRO FOILBRN OP TO HULLBRNOP	MASTER PLANT PROCEDURES PROCEEDING FROM FOILBORNE OPERATION TO HULLBORNE OPERATION
PGCU	EOP		PRO RED GR CAS TO UNDERWAY	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A MAIN REDUCTION GEAR/SHAFTING CASUALTY TO UNDERWAY
PGOL	EOCC		MN PROPULSION DIESEL GEN OVRLD	MAIN ENGINE CASUALTIES MAIN PROPULSION DIESEL GENERATOR OVERLOAD
PHAA	SDOSS		SEW CHT TK HG LVL ALRM AT-SEA	SEWAGE DISPOSAL SYSTEM CASUALTIES PUMP STATION, SEWAGE CHT TANK HIGH-LEVEL ALARM SOUND IN AT-SEA MODE
PHAI	SDOSS		SEW CHT TK HG LVL ALRM IN-PORT	SEWAGE DISPOSAL SYSTEM CASUALTIES PUMP STATION, SEWAGE CHT TANK HGIH-LEVEL ALARM SOUNDS IN-PORT MODE
PHAT	SDOSS		SEW CHT TK HG LVL ALRM TRANSIT	SEWAGE DISPOSAL SYSTEM CASUALTIES PUMP STATION,SEWAGE CHT TANK HIGH-LEVEL ALARM SOUNDS IN-TRANSIT MODE
PHCDT	EOCC		MN PROP DSL HI CYL DELTA T	MAIN ENGINE CASUALTIES MAIN ROPULSION DIESEL ENGINE HIGH CYLINDER DIFFERENTIAL TEMPERATURE
PHFO	EOCC		PRO HULLBRN OP TO FOILBRNOP	MASTER PLANT PROCEDURES PROCEEDING FROM HULLBORNE OPERATION TO FOILBORNE OPERATION
PHOC	EOP		PROPELLER HYD OIL COOLER	LUBE OIL SYSTEMS PROPELLER PITCH CONTROL HYDRAULIC OIL COOLER
PHOS	EOP		PROPELLER HYDRAULIC OIL SYSTEM	LUBE OIL SYSTEMS PROPELLER HYDRAULIC OIL SYSTEM
PHS	EOP		PRO HULLBRN OP TO REC SHSER	MASTER PLANT PROCEDURES PROCEEDING FROM HULLBORNE OPERATION TO RECEIVING SHORE SERVICES
PMAC	EOP		PRAIRIE MASKER AIR COMP	AIR SYSTEMS PRAIRIE MASKER AIR COMPRESSOR
PMCU	EOP		PROP MTR SHAFT CAS TO UDWY	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A MAIN PROPULSION MOTOR/SHAFTING CASUALTY TO UNDERWAY
PMP	EOP		PUMP: ALIGN,STARTING AND SECUR	LAND BASED TEST SITE UNIVERSAL STRIPPING PUMP
PNCTU	EOP		PRO NONRESTOR SING BOIL CAS	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A NONRESTORABLE SINGLE BOILER CASUALTY TO UNDERWAY
PNCWU	EOP		PRO NON-RESTORE CAS, UNDERWAY	CASUALTY RESTORATION PROCEDURES PROCEEDING FROM A NONRESTORABLE SINGLE BOILER CASUALTY, BOILER UNDER STEAM BLANKET, WHILE UNDERWAY

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POC	AFOSS		PRE-OPERATIONAL CKLIST CONSOLE	JP-5 SYSTEMS CONSOLE PRE-OPERATIONAL CHECKLIST
POWS	EOP		OILY WATER SEPARATOR: PRIMING	DRAIN AND WASTE WATER SYSTEMS OIL WATER SEPARATOR-PRIMING
PPBO	EOP		OP PREP BEACHING OPER	OPERATIONAL PROCEDURES OPERATIONAL PROCEDURE FOR PREPARING FOR BEACHING OPERATION
PPDC	FOSS		PLANT PROCEDURE DEL CARGO OIL	PLANT PROCEDURES PLANT PROCEDURE FOR DELIVERY OF CARGO OIL
PPDJ	FOSS		PLANT PROC DEL CARGO JP-5	PLANT PROCEDURES PLANT PROCEDURE FOR DELIVERY OF CARGO JP-5
PPI	SDOSS		CHT PMP,INOP AT-SEA,TRNST,PORT	SEWAGE DISPOSAL SYSTEM CASUALTIES PUMP STATION, CHT PUMP(S) BECOME INOPERABLE (AT-SEA, IN-PORT OR IN-TRANSIT)
PPRC	FOSS		PLANT PROCEDURE REC CARGO OIL	PLANT PROCEDURES PLANT PROCEDURE FOR RECEIPT OF CARGO OIL
PPRJ	FOSS		PLANT PROC REC CARGO JP-5	PLANT PROCEDURES PLANT PROCEDURE FOR RECEIPT OF CARGO JP-5
PRAB	SDOSS		SEWAGE DIS PMP RM:AT-SEA BRIG	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-ALIGNING IN THE AT-SEA MODE-BRIG OCCUPIED
PRAT	SDOSS		SEW PUMP RM AT-SEA TO TRANS	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM AT-SEA MODE TO TRANSIT MODE
PRCFS	EOP		RESTORE FROM CLASS C FIRE SWBD	CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A SWITCHBOARD
PRCI	EOP		SEW DIS PMP RM:COLD TO IN-PORT	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM COLD IRON MODE TO IN-PORT MODE
PRCIA	SDOSS		SEW CHT PMP RM COMP INOPERABLE	SEWAGE DISPOSAL SYSTEM CASUALTIES SEWAGE CHT PUMP ROOM COMPONENT BECOMES INOPERABLE
PRDR	AFOSS		PUMP OPERATORS: FUELING	JP-5 SYSTEMS PUMP OPERATORS-DUTIES AND RESPONSIBILITIES WHILE REFUELING
PRIC	AFOSS		SEWAGE DIS PMP RM:IN-PORT COLD	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM IN-PORT MODE TO COLD IRON MODE
PRIS	SDOSS		SEW DIS PMP RM:IN-PORT TO SEC	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM: SHIFTING FROM IN-PORT MODE TO SECURED MODE
PRIT	SDOSS		SEW PUMP RM IN-PORT TO TRANS	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM IN-PORT MODE TO TRANSIT MODE

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PRRS	EOP		RESET PROCESSOR TIMING CONTROL	CONSOLE RESETTING PROCESSOR TIMING CONTROL
PRS	SDOSS		SEW DISP PMP RM OPERATION	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM OPERATION
PRSI	SDOSS		SEW DIS PMP RM:SEC TO IN-PORT	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM: SHIFTING FROM SECURED MODE TO IN-PORT MODE
PRTA	SDOSS		SEW PUMP RM TRANS TO AT-SEA	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM TRANSIT MODE TO AT-SEA MODE
PRTB	SDOSS		SEW DISP PMP RM:TRANSIT-BRIG	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM TRANSIT MODE TO AT SEA MODE-BRIG OCCUPIED
PRTH	SDOSS		SEWAGE DIS PMP RM:SEW HLDG TK	SEWAGE DISPOSAL SYSTEMS SEWGAE DISPOSAL PUMP ROOM-TRANSFERRING SEWAGE FROM HOLDING TANKS
PRTI	SDOSS		SEW PUMP RM TRANS TO IN-PORT	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM TRANSIT MODE TO IN-PORT MODE
PS1A	EOP		PRO SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION AUXILIARY BOILER
PS1AC	EOP		PRO SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER
PS1ACM	EOP		PRO SHOR SER TO AUX MAIN COND	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER (MAIN CONDENSER).
PS1AE	EOP		PRO SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION EMERGENCY, PRESSURIZED MACHINERY ROOM
PS1AS	EOP		PRO SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER SHORE STEAM BLANKET
PS1ASM	EOP		PRO SHOR SER TO AUX MAIN COND	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER STEAM BLANKET (MAIN CONDENSER).
PS1UC	EOP		PRO FR SHORE SER TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, COLD BOILER
PS1US	EOP		PRO FR SHORE SER TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, BOILER UNDER SHORE STEAM BLANKET

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PS2AC	EOP		PRO FR SHORE SERV COLD TO UNDE	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES, COLD BOILER (TWO PLANTS) TO AUXILIARY OPERATION
PS2AE	EOP		PRO REC SHORE SER AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SREVICES TO AUXILIARY OPERATION, EMERGENCY, PRESSURIZED FIREROOM (TWO PLANTS)
PS2AS	EOP		PRO SHORE SERV TO AUX BLR STM	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES, BOILER UNDER SHORE STEAM BLANKET (TWO PLANTS) TO AUXILIARY OPERATION
PSAB	EOP		SECURING ADDITIONAL BOILER	OPERATIONAL PROCEDURES SECURING ADDITIONAL BOILER
PSAS	EOP		PROP SWBD	SWITCHBOARD PROCEDURES PROPULSION SWITCHBOARD
PSBO	EOP		OP SECURE BEACHING OPER	OPERATIONAL PROCEDURES OPERATIONAL PROCEDURE FOR SECURING FROM BEACHING OPERATION
PSC	EOP		AIR COND PARAMETER STATUS CHRT	DIAGRAMS, CHARTS AND TABLES AIR CONDITIONING TEST PLANT PARAMETER STATUS CHART
PSD	EOP		STATUS DIAGRAM AT DATE/TIME	DIAGRAMS, CHARTS AND TABLES DIAGRAM FOR PLANT STATUS AT DATE/TIME
PSDH	EOP		PRO REC SHSER TO HULLBRN OP	MASTER PLANT PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO HULLBORNE OPERATION
PSDR	CFOSS		PIER SENTRY: DUTIES	MOGAS SYSTEMS PIER SENTRY-DUTIES AND RESPONSIBILITIES WHEN HANDLING MOGAS
PSFA	SDOSS		CHT SYS PMP,SUMP,SPC,AT-SEA	SEWAGE DISPOSAL SYSTEM CASUALTIES PUMP STATION, CHT SYSTEM PUMP OR COMMINUTOR CONTAINMENT COAMING, SUMP, OR SPACE FLOODING ALARM ACTIVATES AT-SEA
PSFG	EOCC		POST SHTDWN FIRE IN GTG	GENERATOR/ELECTRICAL CASUALTIES POST SHUTDOWN FIRE IN GAS TURBINE GENERATOR
PSFI	SDOSS		CHT SYS PMP,SUMP,SPC IN-PORT	SEWAGE DISPOSAL SYSTEM CASUALTIES PUMP STATION,CHT SYSTEM PUMP OR COMMINUTOR CONTAINMENT COAMING,SUMP, OR SPACE FLOODING ALARM ACTIVATES IN-PORT
PSFMG	EOCC		MAGN POST SHUT DOWN FIRE	GENERATOR/ELECTRICAL CASUALTIES POST SHUT DOWN FIRE IN MAGNETIC MINE SWEEP- ING GAS TURBINE GENERATOR
PSFP	EOCC		POST SHUTDOWN FIRE TUR CASE	MAIN ENGINE CASUALTIES POST SHUTDOWN FIRE IN PROPULSION TURBINE (GT) CASING
PSFT	SDOSS		CHT SYS PMP,CUMP,SPC,IN TRANST	SEWAGE DISPOSAL SYSTEM CASUALTIES PUMP STATION, CHT SYSTEM PUMP OR COMMINUTOR CONTAINMENT COAMING, SUMP, OR SPACE FLOODING ALARM ACTIVATES IN-TRANSIT

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PSLE	EOCC		LOSS OF EXCITATION	MAIN ENGINE CASUALTIES LOSS OF EXCITATION
PSMU	EOP		SEC A MAIN ENGINE UNDERWAY	CASUALTY RESTORATION PROCEDURES SECURING A MAIN ENGINE UNDERWAY
PSTA	EOP		PRO SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION
PSTAC	EOP		PRO SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER
PSTACM	EOP		FROM SHORE SER TO AUX BLR	OPERATIONAL PROCEDURES PROCEEDING FROM SHORE SERVICES TO AUXILIARY OPERATION, COLD BOILER (MAIN CONDENSER)
PSTAS	EOP		PRO SHORE SER TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER SHORE STEAM BLANKET
PSTASM	EOP		FROM SHORE SER TO AUX BLR	OPERATIONAL PROCEDURES PROCEEDING FROM SHORE SERVICES TO AUXILIARY OPERATION, BOILER UNDER SHORE STEAM BLANTKET (MAIN CONDENSER)
PSTU	EOP		PRO SHORE SER TO UNDERWAY	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY
PSTUC	EOP		PRO FROM SHORE SERVICES UNDY	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, COLD BOILER
PSTUS	EOP		PRO SHORE SER TO UNDERWAY	OPERATIONAL PROCEDURES PROCEEDING FROM RECEIVING SHORE SERVICES TO UNDERWAY, BOILER UNDER SHORE STEAM BLANKET
PSU2	EOP		PRO 4 BOIL TO 6/8 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING TO UNDERWAY FROM FOUR BOILERS, ONE IN EACH MAIN MACHINERY ROOM (MMR) TO UNDERWAY SIX/EIGHT BOILERS
PSVI	SDOSS		SEW CHT SYS VLV BECOMES INOP	SEWAGE DISPOSAL SYSTEM CASUALTIES PUMP STATION, SEWAGE CHT SYSTEM VALVE BECOMES INOPERABLE
PTLO	EOP		OP LO PUR AND TRAN SYS	LUBE OIL SYSTEMS ALIGNING AND OPERATING LUBE OIL PURIFYING AND TRANSFER SYSTEM
PTOP	EOP		CONSOLE MON OP PARAMETERS	CONSOLE CONSOLE-MONITORING OPERATING PARAMETERS
PTOS	EOCC		POWER TURBINE OVERSPEEDS	MAIN ENGINE CASUALTIES POWER TURBINE (PT) OVERSPEEDS
PTTU	EOP		TEST CONFIG TO UNDERWAY	MASTER PLANT PROCEDURES PROCEEDING FROM HULL TRANSMIT ARRAY CONFIGURATION TO NORMAL UNDERWAY CONFIGURATION

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PU12B	EOP		PRO 1 BOIL TO 2 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING FROM ONE BOILER OPERATION TO TWO BOILER OPERATION UNDERWAY (PLANT SPLIT)
PU1A	EOP		PRO UNDERWAY TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION AUXILIARY BOILER
PU1S	EOP		PRO FR U/W TO SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO RECEIVING SHORE SERVICES
PU21B	EOP		PRO 2 BOIL TO 1 BOIL U/W	OPERATIONAL PROCEDURES PROCEEDING FROM TWO BOILER OPERATION TO ONE BOILER OPERATION UNDERWAY (PLANT CROSS-CONNECTED)
PU2A	EOP		PRO UNDERWAY TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION (TWO PLANTS)
PUFM	EOP		PORT USE FAN MD	BOILER PORT USE FAN, MOTOR-DRIVEN
PULC	EOP		PRO U/W LOCAL MANUAL CONT	BOILER PROCEEDING TO UNDERWAY, LOCAL MANUAL CONTROL
PURU	EOP		PRO UNWAY READY TO UNWAY	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS TO UNDERWAY
PURU-A	EOP		PRO U/W RED ST. TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS (SHAFT TRAILING) TO UNDERWAY
PURU-B	EOP		PRO U/W RED ST. TO U/W	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY READY STATUS (WITHOUT SHAFT TRAILING) TO UNDERWAY
PUTA	EOP		PRO UNDERWAY TO AUX OP	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION
PUTAM	EOP		PRO UDNERWAY TO AUX MAIN COND	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO AUXILIARY OPERATION (MAIN CONDENSER)
PUTS	EOP		PRO UNWAY TO REC SHORE SER	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO RECEIVING SHORE SERVICES
PUTT	EOP		UNDERWAY TO TEST CONFIG	MASTER PLANT PROCEDURES PROCEEDING FROM NORMAL UNDERWAY CONFIGURATION TO HULL TRANSMIT ARRAY HTA TEST CONFIGURATION
PUUR	EOP		PRO UNWAY TO UNWAY READY	OPERATIONAL PROCEDURES PROCEEDING FROM UNDERWAY TO UNDERWAY READY STATUS
PVPS	EOP		VACUUM PRIMING PMP: ALGN START	JP-5 SYSTEMS VACUUM PRIMING PUMP
PWCS	EOP		POTABLE WATER COOLING SYSTEM	FRESHWATER SYSTEMS POTABLE WATER COOLING SYSTEM
PWPM	EOP		POTABLE WATER PUMP	FRESHWATER SYSTEMS POTABLE WATER PUMP, MOTOR-DRIVEN

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PWSV	EOP		POTABLE WATER SYSTEM	FRESHWATER SYSTEMS POTABLE WATER SYSTEM
R10	EOP		STEAM RDCR INLET/10 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/10 PSI)
R10-A	EOP		STEAM REDUCER (135/10 PSI)	STEAM SYSTEMS STEAM REDUCER (135/10 PSI)
R10-B	EOP		STEAM RDCR 135/10 PSI	STEAM SYSTEMS STEAM REDUCER (135/10 PSI)
R100	EOP		STEAM RDCR INLET/100 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/100 PSI)
R110	EOP		STM RDCR 150/110	STEAM SYSTEMS STEAM REDUCER (150/110 PSI)
R125	EOP		STEAM RDCR INLET/125 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/125 PSI)
R13	EOP		STEAM RDCR INLET/13 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/13 PSI)
R135	EOP		STEAM RDCR INLET/135 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/135 PSI)
R135-A	EOP		STEAM RDCR 600/135 PSI	STEAM SYSTEMS STEAM REDUCER (600/135 PSI)
R135-B	EOP		STEAM RDCR 1200/135 PSI	STEAM SYSTEMS STEAM REDUCER (1200/135 PSI)
R15	EOP		STEAM RDCR INLET/15 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/15 PSI)
R15-A	EOP		STEAM RDCR 150/15 PSI	STEAM SYSTEMS STEAM REDUCER (150/15 PSI)
R150	EOP		STEAM RDCR INLET/150 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/150 PSI)
R150-A	EOP		STEAM RDCR 600/150 PSI	STEAM SYSTEMS STEAM REDUCER (600/150 PSI)
R150-B	EOP		STEAM RDCR 1200/150 PSI	STEAM SYSTEMS STEAM REDUCER (1200/150 PSI)
R180	EOP		STEAM RDCR INLET/180 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/180 PSI)
R200	EOP		STEAM RDCR INLET/200 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/200 PSI)
R275	EOP		STEAM RDCR INLET/275 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/275 PSI)
R300	EOP		STEAM RDCR INLET/300 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/300 PSI)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
R35	EOP		STEAM REDUCER: 35 PSI INLET	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/35 PSI)
R35-A	EOP		STEAM REDUCER:(200/35 PSI)	STEAM SYSTEMS STEAM REDUCER-(200/35 PSI)
R40	EOP		STEAM RDCR INLET/40 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/40 PSI)
R5	EOP		STEAM RDCR INLET/5 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/5 PSI)
R50	EOP		STEAM RDCR INLET/50 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/50 PSI)
R50-A	EOP		STEAM RDCR 125/50 PSI	STEAM SYSTEMS STEAM REDUCER (125/50 PSI)
R50-B	EOP		STEAM RDCR 150/50 PSI	STEAM SYSTEMS STEAM REDUCER (150/50 PSI)
R600	EOP		STEAM RDCR INLET/600 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/600 PSI)
R600-A	EOP		STEAM RDCR 1200/600 PSI	STEAM SYSTEMS STEAM REDUCER (1200/600 PSI)
R70	EOP		STM RDCR INLET/70 PSI	STEAM SYSTEMS STEAM REDUCER (INLET PRESSURE/70 PSI)
RA10	EOP		AUG STEAM RDCR INLET/10 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (INLET PRESSURE/10 PSI)
RA10-A	EOP		AUG STEAM RDCR 150/10 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (150/10 PSI)
RA12	EOP		AUG STEAM RDCR INLET/12 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (INLET PRESSURE/12 PSI)
RA12-A	EOP		AUG STEAM RDCR 150/12 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (150/12 PSI)
RA12-B	EOP		AUG STEAM RDCR 1200/12 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (1200/12 PSI)
RA13	EOP		AUG STEAM RDCR INLET/13 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (INLET PRESSURE/13 PSI)
RA14	EOP		AUG STEAM RDCR INLET/14 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (INLET PRESSURE/14 PSI)
RA14-A	EOP		AUG STEAM RDCR 1200/14 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (1200/14 PSI)
RA14-B	EOP		AUG STEAM RDCR 150/14 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (150/14 PSI)
RA15	EOP		AUG STEAM RDCR INLET/15 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (INLET PRESSURE/15 PSI)

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
RA15-A	EOP		AUG STEAM RDCR 150/15 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (150/15 PSI)
RA15-B	EOP		AUG STEAM RDCR 600/15 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (600/15 PSI)
RA5	EOP	I	AUG STEAM RDCR INLET/5 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (INLET PRESSURE/5 PSI)
RA8	EOP		AUG STEAM RDCR INLET/8 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (INLET PRESSURE/8 PSI)
RA8.5	EOP		AUG STEAM RDCR INLET/8.5 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (INLET PRESSURE/8.5 PSI)
RA8.5-A	EOP		AUG STEAM RDCR 1200/8.5 PSI	STEAM SYSTEMS AUGMENTING STEAM REDUCER (1200/8.5 PSI)
RAMP	EOP		BOW RAMP	BOW RAMP
RASC	EOP		CONSOLE, RASCAR	CONSOLE CONSOLE, RASCAR
RAST	EOP		HELO RECVY ASST TRAVERS SYS	HELO RECOVERY SYSTEM HELICOPTER RECOVERY ASSIST, SECURING AND TRAVERSING SYSTEM (RAST)
RBT	EOCC		RUPTURED BOILER TUBE	BOILER CASUALTIES RUPTURED BOILER TUBE
RBTE	EOCC		RUPTURED BOILER TUBE ECON	BOILER CASUALTIES RUPTURED BOILER TUBE ECONOMY
RCCR	SDOSS		REC CONN:TRNSF HOSE FOR REC	SEWAGE DISPOSAL SYSTEMS RECEIVING CONNECTION-CONNECTING SEWAGE TRANSFER HOSE FOR RECEIVING
RCCS	EOP		RCC SYSTEM:ALIGNMENT	REDUCTION GEAR REVERSING CONVERTER COUPLING SYSTEM:ALIGNMENT
RCDR	SDOSS		REC CONN:DISCONN TRNSF HOSE	SEWAGE DISPOSAL SYSTEMS RECEIVING CONNECTION-DISCONNECTING SEWAGE TRANSFER HOSE FOR RECEIVING
RCFG	EOP		RESTORE CLASS C FIRE GENERATOR	CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A GENERATOR
RCFPG	EOP		REST CLASS C FIRE PRPLN GEN	CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A MAIN PROPULSION GENERATOR
RCFPM	EOP		REST CLASS C FIRE PROPLN MTR	CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A MAIN PROPULSION MOTOR
RCFPS	EOP		REST CLASS C FIRE PRPLN SWBD	CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS C FIRE IN A MAIN PROPULSION SWITCHBOARD

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
RCFS	EOP		RESTORE CLASS C FIRE IN SWBD	CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A SWITCHBOARD
RCSS	SDOSS	I	REC CONNECTION-SUBMARINE SERV	SEWAGE DISPOSAL SYSTEMS RECEIVING CONNECTION-SUBMARINE SERVICE; CONNECTING FOR RECEIVING, SEWAGE TRANSFER, AND DISCONNECTING FROM RECEIVING
RCST	SDOSS		RECEIVING CONNECTION	SEWAGE DISPOSAL SYSTEMS RECEIVING CONNECTION-CONNECTING FROM RECEIVING, SEWAGE TRANSFER, AND DISCONNECTING FROM RECEIVING
RDFP	EOCC		RUP DA FD TK OR FD PIPING	FEEDWATER CASUALTIES RUPTURED DEAERATING FEED TANK OR FEED PIPING
RDFPE	EOCC		RUP DA FD TK OR FD PIPING ECON	FEEDWATER CASUALTIES RUPTURED DEAERATING FEED TANK OR FEED PIPING ECONOMY
RDSA	EOCC		REC/DEL STATION: ALIGN & SECUR	JP-5 SYSTEMS RECEIVING/DELIVERY STATION-ALIGNING SECOND DECK RECEIVING/ DELIVERY VALVES AND SECURING
REF	EOP		IF REFUELING PROCEDURE	LAND BASED TEST SITE IF REFUELING PROCEDURE
REX	EOP		REDUCER, EXTRACTION	STEAM SYSTEMS REDUCER EXTRACTION
RFACG	EOP		RESTR FM CL C FIRE AC GEN	CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A AC GENERATOR
RFACS	EOP		RESTR FM CL C FIRE AC SWBD	CASUALTY RESTORATION PROCEDURES RESTORING FROM CLASS CHARLIE FIRE IN A AC SWITCHBOARD
RFCS	EOP		RCLMG USABLE FO FR COST	BILGE AND FUEL OIL TANK STRIPPING SYSTEMS RECLAIMING USABLE FUEL OIL FROM CONTAMINATED OIL SETTLING TANK
RFG	EOP		RESTORE FROM FIRE IN GENERATOR	CASUALTY RESTORATION PROCEDURES RESTORING FROM FIRE IN A GENERATOR
RFPT	EOP		FD TX PMP:MOTOR-DRIVEN	FEEDWATER SYSTEMS RESERVE FEEDWATER TRANSFER PUMP;MOTOR DRIVEN
RFS	EOP		RESTORE FROM FIRE IN SWBD	CASUALTY RESTORATION PROCEDURES RESTORING FROM A FIRE IN SWITCHBOARD
RFST	EOP		RECIRC FO SVC TK TO SVC TK	FUEL OIL SYSTEMS RECIRCULATING FUEL OIL FROM SERVICE TANK TO SERVICE TANK
RFTP	EOP	I	RESERVE FEEDWATER TRANSFER PMP	FEEDWATER SYSTEMS RESERVE FEEDWATER TRANSFER PUMP
RGCP	EOP		RECTIFIER AND GEN COOLING PUMP	GENERATOR RECTIFIER AND GENERATOR COOLING PUMP: ALIGNING FOR AUTOMATIC OPERATION, OPERATING AND STOPPING
RGCSV	EOP		RECTIFIER AND GEN COOLING SYS	GENERATOR RECTIFIER AND GENERATOR COOLING SYSTEM: VALIDATING SYSTEM ALIGNMENT

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
RGVS	EOP		RGVS	REDUCTION GEAR MAIN REDUCTION GEAR (MRG) CASING VENTILATION SYSTEM
RLOC	EOP		RED GEAR LUBE OIL COOLER	LUBE OIL SYSTEMS REDUCTION GEAR LUBE OIL COOLER
ROD	EOP		DESALINATION PLANT/REV OSMOSIS	FRESHWATER SYSTEMS DESALINATION PLANT, REVERSE OSMOSIS
RODM	EOP		REVERSE OSMOSIS	FRESHWATER SYSTEMS REVERSE OSMOSIS DESALINATION DEMINERALIZER
ROLS	AFOSS		REC/OFFLOAD STA:RIG AND UNRIG	JP-5 SYSTEMS RECEIVING/OFFLOADING STATION
RPD	EOP		REFRIGERATION PLANT: DFR	REFRIGERATION SYSTEMS REFRIGERATION PLANT-DEFROSTING ROOM COILS WITH HOT GAS
RPO	EOP		REFRIGERATION PLANT: OP	REFRIGERATION SYSTEMS REFRIGERATION PLANT-PLACING IN OPERATION,OPERATING AND SECURING
RPS	EOP		REFRIGERATION PLANT SHIFT	REFRIGERATION SYSTEMS REFRIGERATION PLANT-SHIFTING FROM CROSS-CONNECT PLANT TO SPLIT PLANT AND SHIFTING FROM SPLIT PLANT TO CROSS-CONNECT PLANT
RSDR	EOP		RECEIVING STATION	JP-5 SYSTEMS RECEIVING STATION
RSFP	EOCC		RUPTURED SURGE TANK OR FEED PP	FEEDWATER CASUALTIES RUPTURED SURGE TANK OR FEED PIPING
RSOP	EOP		RACER SYS MONIT OPER PARAMETER	LAND BASED TEST SITE RACER SYSTEM-MONITORING OPERATING PARAMETERS
RSRU	AFOSS		RECEIVING STATION: RIG & UNRIG	JP-5 SYSTEMS RECEIVING STATION
RSTP	EOP		ROLL STABILIZATION TRANSFER PM	FRESHWATER SYSTEMS ROLL STABILIZATION TRANSFER PUMP
RTP	EOP		REFRIG TEST PL LIGHT OF PROCED	REFRIGERATION PLANT REFRIGERATION TEST PLANT LIGHT OF PROCEDURES
RTSA	AFOSS		RECEIVING/TRANSFERRING STATION	JP-5 SYSTEMS RECEIVING/TRANSFERRING STATION
RTSF	CFOSS		REC/TRANS STATION FLUSH	MOGAS SYSTEMS RECEIVING/TRANSFER STATION FLUSH
RVF	EOCC		RCC VANE FAILURE	REVERSING CONVERTER COUPLING CASUALTIES REVERSING CONVERTER COUPLING VANE FAILURE
SAA	EOP		START AIR ALIGN FOR OPERATION	AIR SYSTEMS START AIR SYSTEM
SAAA	EOP		START AIR SYS , ALIGN & SECURE	AIR SYSTEMS START AIR SYSTEM, ALIGNING AND SECURING
SABB	EOP		SHIP SVC AUX DIESEL GENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE/AUXILIARY DIESEL GENERATOR - PARALLELING BUS TO BUS TIE, ENERGIZING A DEAD BUS AND ENERGIZING A DEAD BUS TIE

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
SAC	EOP		START AIR COMPRESSOR	AIR SYSTEMS START AIR COMPRESSOR
SACD	EOP		START AIR COMPRESSOR MOTOR	AIR SYSTEMS START AIR COMPRESSOR MOTOR
SAFS	EOP		SHIP SVC AUX DIESEL GENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE/AUXILIARY DIESEL GENERATOR - SHIFTING ELECTRICAL LOAD FROM SHIP TO SHORE POWER
SAPG	EOP		SHIP SVC AUX DIESEL GENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE/AUXILIARY DIESEL GENERATOR-PARALLELING AND OPERATING
SARL	EOP		SHIP SVC AUX DIESEL GENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE/AUXILIARY DIESEL GENERATOR-REMOVING ELECTRICAL LOAD
SASS	EOP		SVS STM SYS SHIFT SHR TO SHIP	STEAM SYSTEMS SERVICE STEAM SYSTEM-SHIFT FROM SHORE TO SHIP STEAM AND SHIFT FROM SHIP TO SHORE STEAM
SASV	EOP		SHIP AIR SYSTEMS VALIDATION:	AIR SYSTEMS SHIP AIR SYSTEMS VALIDATION
SAT	EOP		SATURATOR	AIR SYSTEMS SATURATOR
SATS	EOP		SHIP SVC AUX DIESEL GENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE/AUXILIARY DIESEL GENERATOR - SHIFTING ELECTRICAL LOAD FROM SHORE TO SHIP POWER
SBBT	EOP		BALLASTING BALLAST TANKS	FUEL OIL SYSTEMS BALLASTING BALLAST TANKS
SBCT	EOP		PRO BALLASTING CLEAN TK	CLEAN BALLAST SYSTEMS BALLASTING CLEAN BALLAST TANKS
SBDJ	EOP		DEBALLAST JP-5/DFM CARGO TANKS	JP-5 SYSTEMS DEBALLASTING JP-5/DFM CARGO TANKS
SBFT	EOP		BALLASTING FO STORAGE TANKS	OPERATIONAL PROCEDURES BALLASTING FUEL OIL STORAGE TANKS
SBJP	EOP		BALLAST JP-5/DFM CARGO TANKS	JP-5 SYSTEMS BALLASTING (JP-5)/DFM CARGO TANKS
SBPT	EOP		BALLASTING PEAK TANK	DEBALLAST SYSTEMS BALLASTING PEAK TANK
SBSA	EOP		SHAFT BRAKE AIR:ALIGN OPERATE	AIR SYSTEMS SHAFT BRAKE AIR SYSTEM
SBTD	EOP		DEBALLASTING BALLAST TANKS	FUEL OIL SYSTEMS DEBALLASTING BALLAST TANKS
SCAH	EOP	I	SEW COLL SYS:AT-SEA TO HLDNG	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM AT-SEA MODE TO HOLDING MODE

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
SCAT	EOP		SEW COLL SYS AT-SEA TO TRANS	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM AT-SEA MODE TO TRANSIT MODE
SCCI	EOP		SEW COLL SYS:COLD IRON TO PORT	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM COLD IRON MODE TO IN-PORT MODE
SCCP	SDOSS		SHORE CONN:CONN PUMP THRU	SEWAGE DISPOSAL SYSTEMS SHORE CONNECTION-CONNECTING SEWAGE TRANSFER HOSE FOR PUMP THROUGH
SCCR	SDOSS		SHORE CONN:CONN TO RCVG STA	SEWAGE DISPOSAL SYSTEMS SHORE CONNECTION-CONNECTING SEWAGE TRANSFER HOSE TO DISCHARGE TO A RECEIVING FACILITY
SCCS	SDOSS		SUBMARINE CONN:TRNSF HOSE SUB	SEWAGE DISPOSAL SYSTEMS SUBMARINE CONNECTION-CONNECTING SEWAGE TRANSFER HOSE TO A SUBMARINE
SCD	SDOSS		STM COND DRN ALIGN OPS SYS	CONDENSATE SYSTEMS STEAM CONDENSATE DRAIN
SCDP	SDOSS		SHORE CONN: DISCON PUMP THRU	SEWAGE DISPOSAL SYSTEMS SHORE CONNECTION-DISCONNECTING SEWAGE TRANSFER HOSE FROM PUMP THROUGH
SCDR	SDOSS		SHORE CONN:DISCON FM RCVG STA	SEWAGE DISPOSAL SYSTEMS SHORE CONNECTION-DISCONNECTING SEWAGE TRANSFER HOSE FROM A RECEIVING FACILITY
SCDS	SDOSS		SUBMARINE CONN:DISCON TRNSF HS	SEWAGE DISPOSAL SYSTEMS SUBMARINE CONNECTION-DISCONNECTING SEWAGE TRANSFER HOSE FROM A SUBMARINE
SCFD	EOP	I	SEW COLL SYS: DRYDOCK FLOODING	SEWAGE DISPOSAL SYSTEMS ALIGNING FOR DRYDOCK FLOODING DOWN
SCHA	EOP	I	SEW COLL SYS:HOLDING TO AT-SEA	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM HOLDING MODE TO AT-SEA MODE
SCHO	EOP		SUPERCHARGER	BOILER SUPERCHARGER
SCHP	EOP		SEW COLL SYS:HLDG TK TO TRTMNT	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM HOLDING TANK TO TREATMENT PLANT
SCHS	EOP		STERN CLOSURE HYDRAULIC SYS	STERN CLOSURE HYDRAULIC SYSTEM
SCHT	EOP		SEWAGE DISPOSAL	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL COLLECTING, HOLDING, AND TRANSFER SYSTEM EVOLUTION PLAN
SCI	EOP	I	COMMINUTOR BECOMES INOPERABLE	SEWAGE DISPOSAL SYSTEM CASUALTIES WORKSHOP, COMMINUTOR BECOMES INOPERABLE
SCIC	EOP		SEW COLL SYS:IN-PORT TO CLD IR	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM IN-PORT MODE TO COLD IRON MODE

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
SCIT	EOP		SEW COLL SYS IN-PORT TO TRANS	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM IN-PORT MODE TO TRANSIT MODE
SCJP	EOP		CONSOLIDATE CARGO JP-5/DFM TK	JP-5 SYSTEMS CONSOLIDATION OF CARGO JP-5/DFM TANKS
SCNC	EOP		SEW COLL SYS/PMP RM:CONN PUMP	SEWAGE DISPOSAL SYSTEMS SEWAGE PUMP ROOM-CONNECTING FOR PUMP THROUGH
SCND	EOP		SEW COLL SYS/PMP RM: DISCONN	SEWAGE DISPOSAL SYSTEMS SEWAGE PUMP ROOM-DISCONNECTING FROM PUMP THROUGH
SCO	EOP		STERN CLOSURE CONSOLE-OPERATE	STERN CLOSURE CONSOLE-OPERATING
SCOH	EOP		SEW COLL SYS:OVRBRD TO HLDG TK	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM OVERBOARD TO HOLDING TANK
SCOP	EOP		SEW COLL SYS: OVRBRD TO TRTMNT	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM OVERBOARD TO TREATMENT PLANT
SCPH	EOP		SEW COLL SYS:TRTMT TO HLDG TK	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM TREATMENT PLANT TO HOLDING TANK
SCPO	EOP		SEW COLL SYS:TRTMNT TO OVRBRD	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM TREATMENT PLANT TO OVERBOARD
SCPU	EOP	I	SEW COLL SYS:ALGN DRYDK PMP UP	SEWAGE DISPOSAL SYSTEMS ALIGNING UPON DRYDOCK PUMPING UP
SCS	EOP		SEWAGE COLLECTION TRANS SYS	SEWAGE DISPOSAL SYSTEMS SEWAGE COLLECTION TRANSFER SYSTEM
SCSO	EOP		SEW COLL SYS:HLDG TO OVRBRD	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM HOLDING TANK TO OVERBOARD
SCST	EOP		STRIPPING CONT OIL TANKS	OPERATIONAL PROCEDURES STRIPPING CONTAMINATED OIL TANKS
SCTA	EOP		SEW COLL SYS TRANS TO AT-SEA	SEWAGE DISPOSAL SYSTEMS ALIGNING FOR SHIFTING FROM TRANSIT MODE TO AT-SEA MODE
SCTH	EOP	I	SEW COLL SYS:TRNSF TO HLDG	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM TRANSFER MODE TO HOLDING MODE
SCTI	EOP		SEW COLL SYS TRANS TO IN-PORT	SEWAGE DISPOSAL SYSTEMS ALIGNING FOR SHIFTING FROM TRANSIT MODE TO IN-PORT MODE
SCTT	SDOSS	I	SEW COLL SYS:HLDG TO TRNSF	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM HOLDING MODE TO TRANSFER MODE
SDAH	SDOSS	I	SEW DIS SYS-DRYDK:AT-SEA HLDG	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM AT-SEA MODE TO HOLDING MODE
SDAT	SDOSS		SEW DISP SYS AT-SEA TO TRANSIT	SEWAGE DISPOSAL SYSTEMS SHIFTING THE SEWAGE DISPOSAL SYSTEM FROM AT-SEA MODE TO TRANSIT MODE
SDBB	EOP		SHIP SERVICE DIESEL GENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE DIESEL GENERATOR-PARALLELING BUS TO BUS TIE

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
SDBT	EOP		ALIGN BOW THRUSTER OPERATION	SWITCHBOARD PROCEDURES ALIGNING FOR BOW THRUSTER OPERATION
SDCI	EOP		SHIFT SEW DIS CHT SYS	SEWAGE DISPOSAL SYSTEMS SHIFTING THE SEWAGE DISPOSAL CHT SYSTEM FROM COLD IRON MODE TO IN-PORT MODE
SDCL	SDOSS		SEW DISP SYS CHECKLIST	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL COLLECTION,HOLDING,AND TRANSFER SYSTEM CHECK LIST
SDCT	EOP		DEBALLASTING CLEAN TANKS	CLEAN BALLAST SYSTEMS DEBALLASTING CLEAN BALLAST TANKS
SDDA	EOP	I	SEW DIS SYS DRYDK:HLDG TO SEA	SEWAGE DISPOSAL SYSTEMS SHITING FROM HOLDING MODE TO AT-SEA MODE
SDDB	EOP		SSDG PLACING GEN ON DEAD BUS	SWITCHBOARD PROCEDURES SWITCHBOARD, SHIP SERVICE DIESEL GENERATOR (SSDG) PLACING GENERATOR ON DEAD BUS
SDDBA	EOP	I	SEW DIS SYS DRYDK:BALLASTING	SEWAGE DISPOSAL SYSTEMS BALLASTING
SDDH	EOP	I	SEW DIS SYS DRYDK:TRNSF TO HLD	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM TRANSFER MODE TO HOLDING MODE
SDDO	EOP		DIESEL OIL DEFUELING	OPERATIONAL PROCEDURES DIESEL OIL DEFUELING
SDDS	EOP	I	SEW DIS SYS DRYDK:SUBMARINE SR	SEWAGE DISPOSAL SYSTEMS SUBMARINE SERVICE
SDDT	EOP	I	SEW DIS SYS DRYDK:HLDG TO TRNS	SEWAGE DISPOSAL SYSTEMS SHIFTING FROM HOLDING MODE TO TRANSFER MODE
SDED	EOP		ENERGIZING A DEAD BUS	SWITCHBOARD PROCEDURES ENERGIZING A DEAD BUS CLOSING A BUS TIE LOOP
SDEP	SDOSS		SEW DISP EVOL PLAN	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL EVOL PLAN
SDFO	EOP		FUEL OIL DEFUELING	OPERATIONAL PROCEDURES FUEL OIL DEFUELING
SDFS	EOP		SHIP SERVICE DIESEL GEN	SWITCHBOARD PROCEDURES SHIP SERVICE DIESEL GENERATOR-SHIFTING ELECTRICAL LOAD FROM SHIP TO SHORE POWER
SDFT	EOP		DEBALLASTING FUEL OIL TANKS	OPERATIONAL PROCEDURES DEBALLASTING FUEL OIL STORAGE TANKS
SDIC	EOP		SEW DIS SYS FRM IN-PORT TO CLD	SEWAGE DISPOSAL SYSTEMS SHIFTING THE SEWAGE DISPOSAL CHT SYSTEM FROM IN-PORT MODE TO COLD IRON MODE
SDIT	SDOSS		SEW DISP SYS IN-PORT TO TRANS	SEWAGE DISPOSAL SYSTEMS SHIFTING THE SEWAGE DISPOSAL CHT SYSTEM FROM IN-PORT MODE TO TRANSIT MODE

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
SDIU	SDOSS		SHIFT SEW DIS IN-PORT TO UNWAY	SEWAGE DISPOSAL SYSTEMS SHIFTING SEWAGE DISPOSAL SYSTEM FROM IN-PORT TO UNDERWAY
SDJF	SDOSS		DELIVERY CARGO JP-5/DFM FUEL	JP-5 SYSTEMS DELIVERY OF CARGO JP-5/DFM
SDNC	SDOSS		SEW DIS SYS CONN FOR PUMP THRU	SEWAGE DISPOSAL SYSTEMS CONN FOR PUMP THRU
SDND	SDOSS		SEW DISP SYS DISCONN PUMP THRU	SEWAGE DISPOSAL SYSTEMS NESTED-DISCONNECTING FROM PUMP THROUGH
SDPA	SDOSS		SEW DISPOSAL PUMP ALIGNMENT	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ALIGNMENT
SDPG	EOP		SHIP SERVICE DIESEL GEN	SWITCHBOARD PROCEDURES SHIP SERVICE DIESEL GENERATOR-PARALLELING AND OPERATING
SDPO	SDOSS		PUMPING OUT EVAP TANK ASSEMBLY	SEWAGE DISPOSAL SYSTEMS PUMPING OUT THE EVAPORATOR TANK ASSEMBLY
SDPT	EOP		DEBALLASTING PEAK TANK	DEBALLAST SYSTEMS DEBALLASTING PEAK TANK
SDRC	SDOSS		SEW DIS SYS-NESTED:CONN RECVIN	SEWAGE DISPOSAL SYSTEMS NESTED-CONNECTING FROM RECEIVING
SDRD	SDOSS		SEW DIS SYS-NESTED:DISCON REC	SEWAGE DISPOSAL SYSTEMS NESTED-DISCONNECTING FROM RECEIVING
SDRL	EOP		SHIP SERVICE DIESEL GEN	SWITCHBOARD PROCEDURES SHIP SERVICE DIESEL GENERATOR-REMOVING ELECTRICAL LOAD
SDRO	EOP		SS DIESEL GENERATOR SWBD	SWITCHBOARD PROCEDURES SHIP SERVICE DIESEL GENERATOR SWITCHBOARD-PLACING IN STANDBY FOR REMOTE OPERATION AND PLACING IN LOCAL OPERATION
SDS	EOP		SEWAGE DISPOSAL SYS ALIGNMENT	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL SYSTEM ALIGNMENT
SDSA	EOP		SEW DISPOSAL SYS ALIGNMENT	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL SYSTEM ALIGNMENT
SDSC	SDOSS		SEW DIS SYS: SURFACE CRFT SERV	SEWAGE DISPOSAL SYSTEMS SURFACE CRAFT SERVICE
SDSD	SDOSS		SEW DIS SYS DISCONNECTING	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL SYSTEM: NESTED SUBMARINE DISCONNECTING
SDSS	EOP		SSDG SUPPORT SYSTEM	DIESEL GENERATOR SHIP SERVICE DIESEL GENERATOR SUPPORT SYSTEMS
SDST	SDOSS		SEW DIS SYS-NESTED:SUBMRN TNDR	SEWAGE DISPOSAL SYSTEMS SUBMARINE TENDER
SDTA	SDOSS		SEW DISP SYS TRANSIT TO AT-SEA	SEWAGE DISPOSAL SYSTEMS SHIFTING THE SEWAGE DISPOSAL CHT SYSTEM FROM TRANSIT MODE TO AT-SEA MODE

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
SDTC	EOP		SSDG TRANSFER CONTR	SWITCHBOARD PROCEDURES SHIP SERVICE DIESEL GENERATOR-TRANSFERRING CONTROL
SDTI	SDOSS		SEW DISP SYS TRANS TO IN-PORT	SEWAGE DISPOSAL SYSTEMS SHIFTING THE SEWAGE DISPOSAL CHT SYSTEM FROM TRANSIT MODE TO IN-PORT MODE
SDTS	EOP		SHIP SERVICE DIESEL GEN	SWITCHBOARD PROCEDURES SHIP SERVICE DIESEL GENERATOR-SHIFTING ELECTRICAL LOAD FROM SHORE TO SHIP POWER
SDUI	EOP		SHIFT SEW DISP UNWAY TO INPRT	SEWAGE DISPOSAL SYSTEMS SHIFTING SEWAGE DISPOSAL SYSTEM FROM UNDERWAY TO IN-PORT
SDUP	EOP		SEWAGE DISPOSAL UNIT	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL UNIT
SEAH	EOCC		SET/REMOVE EMER AHEAD PITCH	ABNORMAL OPERATING CONDITIONS SETTING AND REMOVING EMERGENCY AHEAD PITCH
SEAS	EOCC		SET/REMOVE EMER ASTERN PITC	ABNORMAL OPERATING CONDITIONS SETTING AND REMOVING EMERGENCY ASTERN PITCH
SED	EOP		SEDIMENT INJECTION SYSTEM	LAND BASED TEST SITE SEDIMENT INJECTION SYSTEM
SED-B	EOP		SEDIMENT INJECTION SYS/BRAVO	LAND BASED TEST SITE SEDIMENT INJECTION SYSTEM/BRAVO
SEDG	EOP		START,STOP EMERG DIESEL GEN	DIESEL GENERATOR EMERGENCY DIESEL GENERATOR - STARTING, OPERATING AND STOPPING
SEJP	EOP		JP-5/DFM: SAMPLE AND EXAMINE	JP-5 SYSTEMS JP-5/DFM SAMPLE AND EXAMINE
SEM	CFOSS		MOGAS: SAMPLE & EXAMINE	MOGAS SYSTEMS MOGAS-SAMPLE AND EXAMINE
SFA	SDOSS		SEW SYS FLOODING ALARM	SEWAGE DISPOSAL SYSTEM CASUALTIES SEWAGE SYSTEM FLOODING ALARM
SFAF	AFOSS		SER FILT: ALGN FOR FLUSH &SECU	JP-5 SYSTEMS SERVICE FILTER-ALIGNING FOR FLUSHING AND SECURING
SFAFF	AFOSS		SER FIL:ALIGN,FLUSH,FUEL,SECUR	JP-5 SYSTEMS SERIVCE FILTER: ALIGNING FOR FLUSHING AND FUELING AIRCRAFT AND SECURING
SFCF	EOP		FUEL OIL CONSOLIDATION	OPERATIONAL PROCEDURES FUEL OIL CONSOLIDATION
SFCW	EOP		SPECIAL FREQUENCY GENERATOR	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY GENERATOR COOLING WATER SYSTEM
SFDB	AFOSS		ALIGNING FILTER FOR DRAINBACK	JP-5 SYSTEMS ALIGNING FILTER FOR DRAINBACK
SFDT	EOP		STRIP FO DRAIN TANKS	FUEL OIL SYSTEMS STRIPPING FUEL OIL DRAIN TANKS

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
SFFA	AFOSS		SER FILT: ALGN FOR FUEL ARCRFT	JP-5 SYSTEMS SERVICE FILTER-ALIGNING FOR FUELING AIRCRAFT, AND SECURING
SFMG	AFOSS		SPECIAL FREQUENCY MOTOR GEN	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY MOTOR GENERATOR-PARALLELING AND OPERATING
SFMO	EOP		SPECIAL FREQUENCY MOTOR GEN	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY MOTOR GENERATOR-PLACING IN OPERATION, OPERATING AND SECURING
SFMP	EOP		SPECIAL FREQUENCY 150KW MG	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY MOTOR GENERATOR 150KW PARALLELING
SFMR	EOP		SPECIAL FREQUENCY MOTOR GEN	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY MOTOR GENERATOR-REMOVING ELECTRICAL LOAD
SFMS	EOP		SPECIAL FREQ MTR-GEN (400 HZ)	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY MOTOR-GENERATOR (400 HZ) PARALLELING AND SHIFTING
SFOS	EOP		FUEL OIL STRAINER	FUEL OIL SYSTEMS FUEL OIL STRAINER
SFOST	EOP		SFOST	FUEL OIL SYSTEMS SHIFTING FUEL OIL SERVICE TANK SUCTION
SFOT	EOP		STRIPPING FUEL OIL TANK	FUEL OIL SYSTEMS STRIPPING FUEL OIL TANK
SFPP	EOP		SPECIAL FREQUENCY TURBOGEN	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY TURBOGENERATOR-PARALLELING
SFRL	EOP		SPECIAL FREQUENCY TURBOGEN	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY TURBOGENERATOR-REMOVING ELECTRICAL LOAD
SFSA	EOP		TRAN FO MAIN SER TO AUX SER	FUEL OIL SYSTEMS TRANSFERRING FUEL OIL FROM (MAIN) SERVICE TANKS TO AUXILIARY SERVICE TANKS
SFSI	EOP		TRANS FO FROM SERV TO INCIN	FUEL OIL SYSTEMS TRANSFERRING FUEL OIL FROM SERVICE TANKS TO INCINERATOR DIESEL OIL TANK
SFSS	EOP		TRANSFERRING FUEL OIL	OPERATIONAL PROCEDURES TRANSFERRING FUEL OIL FROM STORAGE TANKS TO SERVICE TANKS
SFSSC	EOP		XFER FUEL OIL FROM STORAGE TNK	FUEL OIL SYSTEMS TRANSFERRING FUEL OIL FROM STORAGE TANKS TO LANDING CRAFT AIR CUSHION (LCAC) SERVICE TANKS
SFST	EOP		STRIP FO SVC TKS	FUEL OIL SYSTEMS STRIPPING FUEL OIL SERVICE TANKS
SFTF	EOCC		SEC FOR FIRE AT TEST FACILITY	LAND BASED TEST SITE SECURING FOR FIRE AT TEST FACILITY
SFTL	EOP		SFMG SYNK & TRSFR 400 HZ 300KW	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY MOTOR-GENERATOR (400 HZ) SYNCHRONIZE AND TRANSFER LOAD

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SFTS	EOP		60 HZ PWR PANEL SHIFT POWER	SWITCHBOARD PROCEDURES 60 HZ SHORE POWER SELECT PANEL
SFTTP	SDOSS		SANITATION FAC TANK TRANSF PMP	SEWAGE DISPOSAL SYSTEMS SANITATION FACILITY COLLECTION TANK TRANSFER PUMPS
SFWH	EOCC		SOOT FIRE IN WASTE HEAT BOILER	LAND BASED TEST SITE SOOT FIRE IN WASTE HEAT BOILER
SG	EOP		STEERING GEAR	STEERING SYSTEMS STEERING GEAR
SGAC	EOP		STEERING GEAR SYS ALIGN CHART	STEERING SYSTEMS STEERING GEAR SYSTEM ALIGNMENT CHART
SGOL	EOCC		MJR LEAK STEAM TURB MN RED GR	REDUCTION GEAR CASUALTIES MAJOR LEAK IN STEAM TURBINE MAIN REDUCTION GEAR LUBE OIL SYSTEM
SGOP	EOCC		LOSS LO PRES STM TURB RED GEAR	REDUCTION GEAR CASUALTIES LOSS OF LUBE OIL PRESSURE TO STEAM TURBINE MAIN REDUCTION GEAR
SGTL	EOCC		MMGTG SWBD ALGN LCL OP, OP SEC	SWITCHBOARD PROCEDURES MAGNETIC MINESWEEPING GAS TURBINE GENERATOR SWITCHBOARD-LOCAL MODE
SGTR	EOCC		MMGTG SWBD ALGN RMT OP & SEC	SWITCHBOARD PROCEDURES MAGNETIC MINESWEEPING GAS TURBINE GENERATOR SWITCHBOARD-REMOTE MODE
SGW	SDOSS		SHIFTING GREY WATER	SEWAGE DISPOSAL SYSTEMS SHIFTING GREY WATER
SGWAT	SDOSS		GRAY WTR FROM AT-SEA TO TRANST	SEWAGE DISPOSAL SYSTEMS SHIFTING GRAY WATER DRAIN SYSTEM FROM AT-SEA MODE TO TRANSIT MODE
SGWIT	SDOSS		GRAY WTR FROM INPORT TO TRANST	SEWAGE DISPOSAL SYSTEMS SHIFTING GRAY WATER DRAIN SYSTEM FROM INPORT MODE TO TRANSIT MODE
SGWTA	SDOSS		GRAY WTR FROM TRANST TO AT-SEA	SEWAGE DISPOSAL SYSTEMS SHIFTING GRAY WATER DRAIN SYSTEM FROM TRANSIT MODE TO AT-SEA MODE
SGWTI	SDOSS		GRAY WTR FROM TRANST TO INPORT	SEWAGE DISPOSAL SYSTEMS SHIFTING GRAY WATER DRAIN SYSTEM FROM TRANSIT MODE TO INPORT MODE
SHAA	SDOSS		SEW CHT TK HG LVL ALRM AT-SEA	SEWAGE DISPOSAL SYSTEM CASUALTIES WORKSHOP, SEWAGE CHT TANK HIGH-LEVEL ALARM SOUNDS IN AT-SEA MODE
SHAI	SDOSS		SEW CHT TK HG LVL ALRM IN-PORT	SEWAGE DISPOSAL SYSTEM CASUALTIES WORKSHOP, SEWAGE CHT TANK HIGH-LEVEL ALARM SOUNDS IN IN-PORT MODE

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SHAT	SDOSS		SEW CHT TK HG LVL ALRM TRANSIT	SEWAGE DISPOSAL SYSTEM CASUALTIES WORKSHOP, SEWAGE CHT TANK HIGH-LEVEL ALARM SOUNDS IN-TRANSIT MODE
SHDF	FOSS		SPACE PROC FLUSH CO HOSE RIGS	SPACE PROCEDURES SPACE PROCEDURE FOR FLUSHING CARGO OIL HOSE RIGS
SHJF	FOSS		SPACE PROC FLUSH CARGO JP5 RIG	SPACE PROCEDURES SPACE PROCEDURE FOR FLUSHING CARGO JP-5 HOSE RIGS
SHP	FOSS		SERVICE HOSE	JP-5 SYSTEMS SERVICE HOSE-PREPARING NEW HOSE FOR USE
SHT	EOP		SHT TEST STAND	SHT TEST STAND
SIAT	EOP		SEW INCNRTR PLT:AT-SEA TO TRNS	SEWAGE DISPOSAL SYSTEMS INCINERATOR PLANT-SHIFTING FROM AT-SEA MODE TO TRANSIT MODE
SIIT	EOP		SEW INCNRTR PLT:IN-PORT TO TRN	SEWAGE DISPOSAL SYSTEMS INCINERATOR PLANT-SHIFTING FROM IN-PORT MODE TO TRANSIT MODE
SITA	EOP		SEW INCNRTR PLT:TRNST TO ATSEA	SEWAGE DISPOSAL SYSTEMS INCINERATOR PLANT-SHIFTING FROM TRANSIT MODE TO AT-SEA MODE
SITI	EOP		SEW INCNRTR PLT:TRNST TO PORT	SEWAGE DISPOSAL SYSTEMS INCINERATOR PLANT-SHIFTING FROM TRANSIT MODE TO IN-PORT MODE
SJG	EOP		SHAFT JACK GEAR	SHAFT SHAFT JACKING GEAR
SJPT	EOP		JP-5/DFM: SAMPLE FOR TEST	JP-5 SYSTEMS JP-5/DFM-SAMPLE FOR LABORATORY TEST
SKID	EOP		REFRIGIFILTER AND REHEATER	AIR SYSTEMS REFRIGIFILTER AND REHEATER
SLOA	EOP		SYNTHETIC LUBE OIL SYSTEM	LUBE OIL SYSTEMS SYNTHETIC LUBE OIL SYSTEM
SLOL	EOCC		MJR LEAK STEAM TURB LO SYSTEM	MAIN ENGINE CASUALTIES MAJOR LEAK IN STEAM TURBINE LUBE OIL SYSTEM
SLOP	EOCC		LOSS OF STEAM TURB LO PRESSURE	MAIN ENGINE CASUALTIES LOSS OF STEAM TURBINE LUBE OIL PRESSURE
SLS	EOP		STRIKEDOWN LIFT SYSTEM	STRIKEDOWN LIFT SYSTEM
SLSV	EOP		SYN LO SYS,VAL SYS ALIGN	LUBE OIL SYSTEMS SYNTHETIC LUBRICATING OIL SYSTEM
SMT	CFOSS		MOGAS: SAMPLE LAB TEST	MOGAS SYSTEMS MOGAS-SAMPLE FOR LABORATORY TEST
SNBC	EOP		STANDARD NOTES FOR BALLAST CTR	BALLASTING AND DEBALLASTING SYSTEMS STANDARD NOTES FOR BALLASTING CONTROL OFFICER
SNCW	EOP		EOOW/CSOOW COORDINATION	EOOW/CSOOW COORDINATION GUIDLINES

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SNCWS	EOP		STANDARD NOTES-CHILLED WTR SYS	OPERATIONAL PROCEDURES STANDARD NOTES FOR THE CHILLED WATER SYSTEM
SNOK	EOP		NOTES FOR THE OIL KING	OPERATIONAL PROCEDURES STANDARD NOTES FOR OIL KING
SOWH	EOP		TRANSFER OILY WASTE TO HOLD TK	FUEL OIL SYSTEMS TRANSFER OF OILY WASTE WATER TO OILY WASTE WATER HOLDING TANK
SOWO	EOP		PRO TRANSFER OILY WASTE	DRAIN AND WASTE WATER SYSTEMS TRANSFER OF OILY WASTE WATER OVERBOARD
SOWT	EOP		PRO TRANSFER OILY WASTE	FUEL OIL SYSTEMS TRANSFER OF OILY WASTE WATER TO OVERBOARD VIA MAIN DECK HOSE CONNECTION
SOWU	EOP		OILY WASTE FROM DRAIN TO USED	TRANSFER OF OILY WASTE FROM OILY WASTE DRAIN COLLECTING TANK TO USED OIL TANK
SOWUW	EOP		XFER WASTE OIL TO UOT/WOHT	DRAIN AND WASTE WATER SYSTEMS TRANSFER OF WASTE OIL TO USED/WASTE OIL HOLDING TANK
SOWW	EOP		XFER OILY WASTE WTR TO HOLD TK	DRAIN AND WASTE WATER SYSTEMS TRANSFER OF OILY WASTE WATER TO WASTE OIL HOLDING TANK
SP	EOP		SUMP PUMP: STARTNG, OP & STOPG	BILGE AND FUEL OIL TANK STRIPPING SYSTEMS SUMP PUMP
SPAH	AFOSS	I	SEW DIS PMP RM:AT-SEA TO HLDNG	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM AT-SEA MODE TO HOLDING MODE
SPAO	AFOSS		SERVICE PMP: ALGN OFF-LOAD	JP-5 SYSTEMS SERVICE PUMP
SPBJ	FOSS		SPACE PROC EMER BALL JP5 TKS	SPACE PROCEDURES SPACE PROCEDURE FOR EMERGENCY BALLASTING CARGO JP-5 TANKS
SPC	EOP		STEERING/PRPLSN CONV CHRT	DIAGRAMS, CHARTS AND TABLES STEERING AND PROPULSION CONVERSION CHART
SPCC	FOSS		PROC CONSOLIDATE CARGO OIL	SPACE PROCEDURES SPACE PROCEDURE FOR CONSOLIDATION OF CARGO OIL
SPCJ	FOSS		PROC CONSOLIDATE CARGO JP-5	SPACE PROCEDURES SPACE PROCEDURE FOR CONSOLIDATION OF CARGO JP-5
SPCR	FOSS		PROC CARGO OIL RECALMATION	SPACE PROCEDURES PROCEDURE FOR CARGO OIL RECLAMATION
SPCT	EOP		TEST SHR PWR CABLES RIGGING	ELECTRICAL SYSTEMS AND EQUIPMENT TESTING SHORE POWER CABLES WHEN RIGGING
SPDB	EOP		SSDG SHORE PWR ON DEAD BUS	SWITCHBOARD PROCEDURES SWITCHBOARD, SHIP SERVICE DIESEL GENERATOR (SSDG) PLACING SHORE POWER ON DEAD BUS

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SPDC	FOSS		SPACE PROC DEL OF CARGO OIL	SPACE PROCEDURES SPACE PROCEDURE FOR DELIVERY OF CARGO OIL
SPDJ	FOSS		SPACE PROC FOR DEL CARGO JP-5	SPACE PROCEDURES SPACE PROCEDURE FOR DELIVERY OF CARGO JP-5
SPDR	CFOSS		SECURITY PATROL: DUTIES	MOGAS SYSTEMS SECURITY PATROL-DUTIES AND RESPONSIBILITIES WHEN HANDLING MOGAS
SPEB	FOSS		PROC EMERG BALLST CARGO OIL TK	SPACE PROCEDURES SPACE PROCEDURE FOR EMERGENCY BALLASTING CARGO OIL TANKS
SPFC	FOSS		PROC FLUSH CARGO OIL FAS STA	SPACE PROCEDURES SPACE PROCEDURE FOR FLUSHING CARGO OIL FAS STATIONS
SPFJ	FOSS		PROC FLUSH CARGO JP-5 FAS STA	SPACE PROCEDURES SPACE PROCEDURE FOR FLUSHING CARGO JP-5 FAS STATIONS
SPFT	EOP		SHORE POWER CABLES,FEED THUR	SHORE POWER SWITCHBOARD SHORE POWER CABLES, FEED THROUGH
SPHA	SDOSS	I	SEW DIS PMP RM:HLDNG TO AT-SEA	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM HOLDING MODE TO AT-SEA MODE
SPHT	SDOSS	I	SEW DIS PMP RM:HLDG TO TRNSFR	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM HOLDING MODE TO TRANSFER MODE
SPI	SDOSS		CHT PMP,INOP AT-SEA,TRNST,PORT	SEWAGE DISPOSAL SYSTEM CASUALTIES WORKSHOP, CHT PUMP(S) BECOMES INOPERABLE (AT-SEA, IN-TRANSIT OR IN-PORT)
SPJB	FOSS		BALLASTING CARGO JP-5 TANKS	SPACE PROCEDURES BALLASTING CARGO JP-5 TANKS
SPJD	FOSS		DEBALLASTING CARGO JP-5 TANKS	SPACE PROCEDURES DEBALLASTING CARGO JP-5 TANKS
SPJF	FOSS		SPACE PROC REC OF CARGO JP-5	SPACE PROCEDURES SPACE PROCEDURE FOR RECEIPT OF CARGO JP-5
SPJR	FOSS		REC OF CARGO JP5 FROM STORAGE	SPACE PROCEDURES SPACE PROCEDURE FOR RECEIPT OF CARGO JP-5 FROM SHIPS JP-5 STORAGE TANKS
SPJT	FOSS		TRNSF CARGO JP-5 TO STORAGE TK	SPACE PROCEDURES SPACE FOR TRANSFER OF CARGO JP-5 TO SHIPS JP-5 STORAGE TANK
SPMC	AFOSS		STRIPPING PUMP, MOTOR DRIVEN	JP-5 SYSTEMS STRIPPING PUMP, MOTOR-DRIVEN-ALIGNING FOR CONSOLIDATION/ EMPTYING, STARTING/OPERATING, STOPPING AND SECURING
SPMDB	CFOSS		MOTOR DRIVEN STRIP PUMP	MOGAS SYSTEMS MOTOR-DRIVEN STRIPPING PUMP-ALIGNING TO DEBALLAST, DEBALLSTING AND SECURING ALIGNMENT

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SPMDT	CFOSS		MOT DRIVEN STRIP PUMP ALIG EMP	MOGAS SYSTEMS MOTOR-DRIVEN STRIPPING PUMP-ALIGNING AND EMPTYING DRAIN TANK AND SECURING
SPMS	AFOSS		STRIPPING PUMP, MOTOR DRIVEN	JP-5 SYSTEMS STRIPPING PUMP, MOTOR-DRIVEN-ALIGNING AND STARTING, OPERATING, STOPPING AND SECURING
SPOB	FOSS		BALLASTING CARGO OIL TANKS	SPACE PROCEDURES BALLASTING CARGO OIL TANKS
SPOD	FOSS		DEBALLASTING CARGO OIL TANKS	SPACE PROCEDURES DEBALLASTING CARGO OIL TANKS
SPPG	EOP		MN PROP GEN PARALLEL AND OPER	SWITCHBOARD PROCEDURES MAIN PROPULSION DIESEL GENERATOR-PARALLELING AND OPERATING
SPPI	CFOSS		STRIPPING PIPING:PURGE & INERT	MOGAS SYSTEMS STRIPPING PIPING-PURGING AND INERTING
SPRC	FOSS		SPACE PROC REC OF CARGO OIL	SPACE PROCEDURES SPACE PROCEDURE FOR RECEIPT OF CARGO OIL
SPRD	FOSS		SECURITY PATROL: DUTIES RESPON	MOGAS SYSTEMS SECURITY PATROL-DUTIES AND RESPONSIBILLITIES WHEN HANDLING MOGAS
SPRJ	FOSS		PROC FOR RECLAIM CARGO JP-5	SPACE PROCEDURES SPACE PROCEDURE FOR RECLAMATION OF CARGO JP-5
SPRL	EOP		MN PROP GEN REMOVE LOAD	SWITCHBOARD PROCEDURES MAIN PROPULSION DIESEL GENERATOR-REMOVING ELECTRICAL LOAD
SPRU	EOP		SHORE POWER CABLE: RIG & UNRIG	SWITCHBOARD PROCEDURES SHORE POWER CABLE
SPSA	EOP		SHORE P FOR SHIPS ALONG SID	SWITCHBOARD PROCEDURES SHORE POWER FOR SHIPS ALONG SIDE
SPSC	EOP		PROC STRIPPING CARGO OIL TANKS	SPACE PROCEDURES SPACE PROCEDURE FOR STRIPPING CARGO OIL TANKS
SPSF	FOSS		TRNSF SHIPS FUEL TO CARGO OIL	SPACE PROCEDURES SPACE PROCEDURE FOR TRANSFER OF SHIP'S FUEL FROM STORAGE TANKS TO CARGO OIL SYSTEM
SPSJ	FOSS		PROC STRIPPING CARGO JP-5 TANK	SPACE PROCEDURES SPACE PROCEDURE FOR STRIPPING CARGO JP-5 TANKS
SPSR	FOSS	I	SEW DIS PMP RM-SEWAGE RECEVNG	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SEWAGE RECEIVING
SPTC	FOSS		TRNSF CARGO OIL TO SHIPS FUEL	SPACE PROCEDURES SPACE PROCEDURE FOR TRANSFER OF CARGO OIL TO SHIPS FUEL TRANSFER SYSTEM
SPTDC	FOSS		PROC TOKEN DEL OF CARGO OIL	SPACE PROCEDURES SPACE PROCEDURE FOR TOKEN DELIVERY OF CARGO OIL

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
SPTDJ	FOSS		PROC TOKEN DEL OF CARGO JP-5	SPACE PROCEDURES SPACE PROCEDURE FOR TOKEN DELIVERY OF CARGO JP-5
SPTH	EOP	I	SEW DIS PMP RM:TRNSFR TO HLDNG	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL PUMP ROOM-SHIFTING FROM TRANSFER MODE TO HOLDING MODE
SPVH	EOP		PROPULSION VENTING AND HEATING	MAIN ENGINE PROPULSION VENTIALTION AND HEATING-ALIGNING FOR MAIN PROPULSION DIESEL GENERATOR OPERATION AND ALIGNING FOR SECURE STATUS
SRCH	EOP		ST TUR RED GEAR LUB OIL COO/HE	REDUCTION GEAR STEAM TURBINE REDUCTION GEAR LUBRICATING OIL COOLER/HEATER
SRDO	EOP		DIESEL OIL REFUELING	OPERATIONAL PROCEDURES DIESEL OIL REFUELING
SRECI	EOP		XFER FO FR LCAC SVC TK TO SVC	FUEL OIL SYSTEMS TRANSFERRING FUEL OIL FROM LANDING CRAFT AIR CUSHION (LCAC) SERVICE TANK TO LANDING CRAFT AIR CUSHION (LCAC) SERVICE TANK
SRFO	EOP		FUEL OIL REFUELING	OPERATIONAL PROCEDURES FUEL OIL REFUELING
SRJF	EOP		RECEIPT CARGO JP-5/DFM	JP-5 SYSTEMS RECEIPT OF CARGO JP-5/DFM
SRLO	EOP		ST TUR RED GER LUB OIL SYS	REDUCTION GEAR STEAM TURBINE REDUCTION GEAR LUBRICATING OIL SYSTEM
SRTL	EOP		FUEL OIL TANKS: SOUNDING	FUEL OIL SYSTEMS FUEL OIL TANKS - SOUNDING
SSAA	EOP		SHIP SERVICE AIR: ALIGNING	AIR SYSTEMS SHIP SERVICE AIR SYSTEM
SSAC	EOP		SHIP SERVICE AIR COMPRESSOR	AIR SYSTEMS SHIP SERVICE AIR COMPRESSOR, MOTOR-DRIVEN
SSAF	AFOSS		SERVICE SYSTEM	JP-5 SYSTEMS SERVICE SYSTEM - ALIGNING FOR FLUSHING, FLUSHING AND SECURING
SSAO	EOP		SHIP SERVICE DIESEL GEN	SWITCHBOARD PROCEDURES SHIP SERVICE DIESEL GENERATOR-ALIGNING SWITCHBOARD FOR AUTOMATIC OPERATION AND SECURING
SSAP	EOP		SWITCHBOARD	SWITCHBOARD PROCEDURES SWITCHBOARD
SSAS	EOP		STRIPPING SYS JP-5/DFM TANKS	JP-5 SYSTEMS STRIPPING SYSTEM-ALIGNING FOR STRIPPING SERVICE AND STORAGE TANKS JP-5/DFM SECURING
SSAV	EOP		SHIP SERVICE AIR SYSTEM	AIR SYSTEMS SHIP SERVICE AIR SYSTEM
SSBB	EOP		SHIP SERVICE TURBOGENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE TURBOGENERATOR-PARALLELING

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SSCI	SDOSS		SEW CHT COMM SPACE COMP INOPER	SEWAGE DISPOSAL SYSTEM CASUALTIES WORKSHOP, SEWAGE CHT COMMINUTOR SPACE COMPONENT BECOMES INOPERABLE
SSDA	SDOSS		SHIFTING SEW DISPOSAL ALIGNMNT	SEWAGE DISPOSAL SYSTEMS SHIFTING SEWAGE DISPOSAL ALIGNMENT
SSDB	AFOSS		SERVICE SYS DRAIN BACK	JP-5 SYSTEMS SERVICE SYSTEM DRAIN BACK
SSDO	EOP		TRANS DO STOR TANKS TO SERV	OPERATIONAL PROCEDURES TRANSFERRING DIESEL OIL FROM STORAGE TANKS TO SERVICE TANKS
SSDS	EOP		SHIP SERVICE DIESEL GENERAT	DIESEL GENERATOR SHIP SERVICE DIESEL GENERATOR-STARTING, OPERATING AND STOPPING
SSEP	EOP		SHIFTING EMERGENCY POWER	SWITCHBOARD PROCEDURES SWITCHBOARD (SHIP SERVICE)-SHIFTING EMERGENCY POWER/SWITCHBOARD (EMERGENCY)
SSFA	EOP		SERVICE SYS: FUEL AIRCRFT	JP-5 SYSTEMS SERVICE SYSTEM-FUELING AIRCRAFT, SHIFTING SERVICE TANKS,AND SECURING
SSFAA	SDOSS		CHT SYS PMP,SUMP,SPC AT-SEA	SEWAGE DISPOSAL SYSTEMS WORKSHOP, CHT SYSTEM PUMP OR COMMINUTOR CONTAINMENT COAMING, SUMP, OR SPACE FLOODING ALARM ACTIVATES AT-SEA
SSFAF	AFOSS		SER SYS:ALIGN FLUSH FUEL SECUR	JP-5 SYSTEMS SERVICE SYSTEM:ALIGNING FOR FLUSHING AND FUELING AIRCRAFT, SHIFTING SERVICE TANKS AND SECURING
SSFH	AFOSS		SERVICE STATION HELICOPTER	JP-5 SYSTEMS SERVICE STATIONS-FUELING HELICOPTER(S)
SSFI	SDOSS		CHT SYS PMP, SUMP,SPC IN-PORT	SEWAGE DISPOSAL SYSTEM CASUALTIES WORKSHOP, CHT SYSTEM PUMP OR COMMINUTOR CONTAINMENT COAMING, SUMP, OR SPACE FLOODING ALARM ACTIVATES IN-PORT
SSFO	EOP		SHIFT FO SERV TANK SUCTION	OPERATIONAL PROCEDURES SHIFTING FUEL OIL SERVICE TANK SUCTION
SSFS	EOP		SHIP SERVICE TURBOGENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE TURBOGENERATOR-SHIFTING ELECTRICAL LOAD FROM SHIP TO SHORE POWER
SSFT	SDOSS		CHT SYS PMP,SUMP,SPC TRANSIT	SEWAGE DISPOSAL SYSTEM CASUALTIES WORKSHOP, CHT SYSTEM PUMP OR COMMINUTOR CONTAINMENT COAMING, SUMP, OR SPACE FLOODING ALARM ACTIVATES IN TRANSIT
SSGD	SDOSS		S/S GEN PAR BUS TO BUS DEAD	SWITCHBOARD PROCEDURES SHIP SERVICE GENERATOR-PARALLELING BUS TO BUS TIE AND ENERGIZING A DEAD BUS
SSGF	EOP		SHIP SERVICE GENERATOR	GENERATOR SHIP SERVICE GENERATOR-SHIFTING ELECTRICAL LOAD FROM SHIP TO SHORE POWER

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SSGP	EOP		SHIP SERVICE GENERATOR	GENERATOR SHIP SERVICE GENERATOR-PARALLELING AND OPERATING
SSGR	EOP		SHIP SERVICE GENERATOR	GENERATOR SHIP SERVICE GENERATOR-REMOVING ELECTRICAL LOAD
SSGT	EOP		SHIP SERVICE GENERATOR	GENERATOR SHIP SERVICE GENERATOR-SHIFTING ELECTRICAL LOAD FROM SHORE TO SHIP POWER
SSLM	EOP		EMERGENCY SWITCHBOARD	SWITCHBOARD PROCEDURES EMERGENCY SWITCHBOARD-ALIGNING FOR LOCAL MANUAL DIESEL ENGINE STARTING
SSPF	AFOSS		SERVICE SYSTEM FUEL HELO(S)	JP-5 SYSTEMS SERVICE SYSTEM-ALIGNING AND PRESSURIZING FOR FUELING HELICOPTER(S) AND SECURING
SSPG	EOP		SHIP SERVICE TURBOGENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE TURBOGENERATOR-PARALLELING AND OPERATING
SSRL	EOP		SHIP SERVICE TURBOGENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE TURBOGENERATOR-REMOVING ELECTRICAL LOAD
SSRO	EOP		ALIGN SWBD RMT OPS FROM EOS	ELECTRICAL SYSTEMS AND EQUIPMENT ALIGNING SWITCHBOARD FOR REMOTE OPERATION FROM EOS
SSSA	EOP		SER ST SYS ALIG OPER & SECUR	STEAM SYSTEMS SERVICE STEAM SYSTEM-ALIGNING FOR OPERATION,OPERATING AND SECURING
SSST	EOP		STRIP STORAGE & SERV TK	OPERATIONAL PROCEDURES STRIPPING FUEL OIL STORAGE AND SERVICE TANKS
SSSTC	EOP		STRIPPNG LNDNG CRAFT AIR CSHN	FUEL OIL SYSTEMS STRIPPING LANDING CRAFT AIR CUSHION (LCAC) SERVICE TANKS
SSSV	EOP		SERVICE STEAM SYSTEM	STEAM SYSTEMS SERVICE STEAM SYSTEM-VALIDATING SYSTEM ALIGNMENT
SST	EOP		STRIPPING FUEL OIL STORAGE TKS	FUEL OIL SYSTEMS STRIPPING FUEL OIL STORAGE TANKS
SSTS	EOP		SHIP SERVICE TURBOGENERATOR	SWITCHBOARD PROCEDURES SHIP SERVICE TURBOGENERATOR-SHIFTING ELECTRICAL LOAD FROM SHORE TO SHIP POWER
SSVI	SDOSS		SEW CHT SYS VLV BECOMES INOP	SEWAGE DISPOSAL SYSTEM CASUALTIES WORKSHOP, SEWAGE CHT SYSTEM VALVE BECOMES INOPERABLE
ST	EOP		SURGE TANK	FEEDWATER SYSTEMS SURGE TANK
STCH	EOP		ST TUR LUB OIL COOLER/HEATER	LUBE OIL SYSTEMS STEAM TURBINE LUBRICATING OIL COOLER/HEATER
STCW	EOP		STERN TUBE CLG & SEAL WTR	STERN TUBE STERN TUBE COOLING AND SEAL WATER SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
STDB	EOP		JP-5/DFM TKS: ALGN DEBAL SECUR	JP-5 SYSTEMS CARGO JP-5/DFM TANKS-ALIGNING FOR DEBALLASTING, BALLASTING, AND SECURING
STDR	EOP		SOUNDING TEAM	JP-5 SYSTEMS SOUNGING TEAM-DUTIES AND RESPONSIBILITIES WHILE FUELING
STED	EOP		SAND TRAP EDUCTOR	DEBALLAST SYSTEMS SAND TRAP EDUCTOR
STFO	EOP		TRANSFERRING FUEL OIL	FUEL OIL STORAGE AND TRANSFER SYSTEMS TRANSFERRING FUEL OIL
STJP	EOP		TRANSFER CARGO JP-5/DFM	JP-5 SYSTEMS TRANSFER OF CARGO (JP-5)/DFM TO SHIPS TANKS
STLO	EOP		ST TUR LUB OIL SYS ALIG OPER	LUBE OIL SYSTEMS STEAM TURBINE LUBRICATING OIL SYSTEM
STP	SDOSS		SEWAGE DISPOSAL TREATMENT PLNT	SEWAGE DISPOSAL SYSTEMS SEWAGE DISPOSAL TREATMENT PLANT
STSS	EOP		ST TUR SUPP SYS ALIGN OPER, SE	LAND BASED TEST SITE STEAM TURBINE SUPPORT SYSTEMS
SULOS	EOP		STEP UP GEAR LUBE OIL SYSTEM	LUBE OIL SYSTEMS STEP UP GEAR LUBE OIL SYSTEM
SVPC	EOP		STD VER PCKG CONVEYOR TST FAC	LAND BASED TEST SITE STANDARD VERTICAL PACKAGE CONVEYOR TEST FACILITY
SW	EOP		SHIPS WHISTLE	SHIP'S WHISTLE SHIPS WHISTLE
SWBP	EOP		SEAWATER BOOSTER PUMP	SEAWATER SYSTEMS SALTWATER BOOSTER PUMP
SWCD	EOP		STANDARD WARNING:JP-5/DFM FUEL	MOGAS SYSTEMS STANDARD WARNING-CARGO JP-5/DFM FUEL
SWCF	AFOSS		STANDARD WARNING:COLL & FIRE	JP-5 SYSTEMS STANDARD WARNING-COLLISION & FIRE
SWCH	EOP		ST TUR WB LUB OIL COOLER/HEAT	WATER BRAKE SYSTEM STEAM TURBINE WATERBRAKE LUBRICATING OIL COOLER/HEATER
SWCM	CFOSS		ALGN SEAWATER SYS WHEN FILL TK	MOGAS SYSTEMS ALIGNING SEAWATER SYSTEM TO COMPENSATE WHEN FILLING TANKS WITH MOGAS AND SECURING
SWCO2	CFOSS		STANDRD WARNING:CARBON DIOXIDE	MOGAS SYSTEMS STANDARD WARNING-CARBON DIOXIDE
SWCR	EOP		SEAWATER COOLING REDUCER	SEAWATER SYSTEMS SEAWATER COOLING REDUCER
SWCS	EOP		SEAWATER COOLING SYSTEM	SEAWATER SYSTEMS SEAWATER COOLING SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
SWCTM	CFOSS		ALGN SEAWATER SYS WHEN TRNSFNG	MOGAS SYSTEMS ALIGNING SEAWATER SYSTEM TO COMPENSATE WHEN TRANSFERRING MOGAS AND SECURING
SWFC	CFOSS		STANDARD WARNING:FIRE & COLL	MOGAS SYSTEMS STANDARD WARNING-FIRE AND COLLISION
SWFFA	CFOSS		ALIGN SEAWATER SYS FOR FLUSH	MOGAS SYSTEMS ALIGNING SEAWATER SYSTEM FOR FLUSHING AND SECURING FLUSHING ALIGNMENT
SWHP	CFOSS		SEAWATER SYS HAND PUMP	MOGAS SYSTEMS SEAWATER SERVICE SYSTE
SWIS	EOP		SALT WATER INJECTION SYSTEM	SEAWATER SYSTEMS SALT WATER INJECTION SYSTEM
SWJP	AFOSS		STANDARD WARNINGS FOR JP-5	JP-5 SYSTEMS STANDARD WARNINGS FOR JP-5
SWLO	EOP		ST TUR WB LUB OIL SYS	WATER BRAKE SYSTEM STEAM TURBINE WATERBRAKE LUBRICATING OIL SYSTEM
SWLP	CFOSS		SEAWATER SER SYS: LEAKOFF PUMP	MOGAS SYSTEMS SEAWATER SERVICE SYSTEM-ALIGNING LEAKOFF PUMP, OPERATING, AND SECURING
SWM	CFOSS		STANDARD WARNING: MOGAS	MOGAS SYSTEMS STANDARD WARNING - MOGAS
SWN2	CFOSS		STANDARD WARN: NITROGEN	MOGAS SYSTEMS STANDARD WARNING - NITROGEN
SWOL	EOCC		MJR LEAK STM TURB WTR BRK LO	WATER BRAKE SYSTEM MAJOR LEAK IN STEAM TURBINE WATERBRAKE LUBE OIL SYSTEM
SWOP	EOCC		LOSS OF STM TURB WTR BRK LO	WATER BRAKE SYSTEM LOSS OF STEAM TURBINE WATERBRAKE LUBE OIL PRESSURE
SWOT	EOCC		STEAM TURB WATER BRK OVER TEMP	WATER BRAKE SYSTEM STEAM TURBINE WATERBRAKE WATER OVER TEMPERATURE
SWPC	AFOSS		STANDARD WARNING POLLUTION CTL	JP-5 SYSTEMS STANDARD WARNING - POLLUTION CONTROL
SWPM	EOP		SEAWATER SERVICE PUMP	SEAWATER SYSTEMS SEAWATER SERVICE PUMP
SWSS	SDOSS		STANDARD WARNING: SEW SYS	SEWAGE DISPOSAL SYSTEMS STANDARD NOTES, CAUTIONS AND WARNINGS FOR SEWAGE SYSTEMS
SWSV	EOP		SEAWATER COOLING SYSTEM	SEAWATER SYSTEMS SEAWATER COOLING SYSTEM

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
SWUOT	EOP		XFER WASTE OIL W/DK CONN	DRAIN AND WASTE WATER SYSTEMS TRANSFER OF WASTE/USED OIL TO OVERBOARD VIA DECK CONNECTION
TABP	EOP		TANK TABLE ALIGN L.O. BATCH	LUBE OIL SYSTEMS TANK TABLE-ALIGNMENT FOR BATCH PURIFICATION
TACB	EOP		MAIN ENGINE THROTTLES	MAIN ENGINE MAIN ENGINE THROTTLES-SHIFTING AUTOMATIC CONTROL FROM ENGINEROOM TO BRIDGE, FROM BRIDGE TO ENGINEROOM AND OPERATING
TACP	EOP		ALIGN/CONTINIOUS L.O.PURIFICTN	DIAGRAMS, CHARTS AND TABLES TANK TABLE-ALIGNMENT FOR CONTINIOUS LUBE OIL PURIFICATION (SUMP TO SUMP)
TALS	EOP		TANK TABLE ALIGN L.O.STRIKE	LUBE OIL SYSTEMS TANK TABLE-ALIGNMENT FOR STRIKEDOWN PURIFICATION
TALT	EOP		ALGN LO XFR BETW PLANTS	LUBE OIL SYSTEMS TANK TABLE-ALIGNMENT FOR LUBE OIL TRANSFER BETWEEN PLANTS
TBCB	EOP		TANK TABLE	TANK TABLES TANK TABLE-ALIGNMENT FOR BALLASTING CLEAN BALLAST TANKS
TBLO	EOP		THRUST BEARING LO SYSTEM	LUBE OIL SYSTEMS THRUST BEARING LUBRICATING OIL SYSTEM
TC	EOP		JP-5 TANKS: CLEANING 286-289	JP-5 SYSTEMS JP-5 TANKS-CLEANING 286-289
TCS	EOP		TOWER COOLING SYSTEM	COOLING WATER SYSTEMS TOWER COOLING SYSTEM
TCST	FOSS		TRNSF CARGO OIL TO SHIPS FUEL	TANK TABLES ALIGNMENT FOR TRANSFER OF CARGO OIL TO SHIPS FUEL TRANSFER SYS
TCWO	FOSS		TANK TABLE: ALIGN FOR TRANSFER	DIAGRAMS, CHARTS AND TABLES TANK TABLE - ALIGNMENT FOR TRANSFER OF CONTAMINATED OIL TO WASTE OIL TANK
TCWS	AFOSS		TACTAS COOLING WATER SYSTEM:	COOLING WATER SYSTEMS TACTAS COLLING WATER SYSTEM
TDA	AFOSS		DEFUELING AIRCRAFT	JP-5 SYSTEMS DEFUELING AIRCRAFT
TDAD	EOP		TANK TABLE: ALIGN DO DEFUEL	TANK TABLES TANK TABLE-ALIGNMENT FOR DIESEL OIL DEFUELING
TDAF	EOP		TANK TABLE: ALIGN DO REFUEL	TANK TABLES TANK TABLE-ALIGNMENT FOR DIESEL OIL REFUELING
TDAT	EOP		TANK TABLE: ALIGN DO TRNS SERV	TANK TABLES TANK TABLE-ALIGNMENT FOR DIESEL OIL TRANSFER TO SERVICE
TDCB	EOP		TANK TABLE	TANK TABLES TANK TABLE-ALIGNMENT FOR DEBALLASTING CLEAN BALLAST TANKS
TDLC	EOP		TANK DEFUEL LCAC	JP-5 SYSTEMS TANK ALIGNMENT FOR DEFUELING LANDING CRAFT AIR CUSHION

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
TDTD	FOSS		ALGN CARGO OIL TOKEN DELIVERY	TANK TABLES ALIGNMENT FOR CARGO OIL TOKEN DELIVERY
TFA	AFOSS		FUELING AIRCRAFT	JP-5 SYSTEMS FUELING AIRCRAFT
TFOST	AFOSS		TRANSFERRING FUEL OIL BETWEEN	JP-5 SYSTEMS TRANSFERRING FUEL OIL FROM LANDING CRAFT AIR CUSHION (LCAC) SERVICE TANK TO LANDING CRAFT AIR CUSHION (LCAC) SERVICE TANK
TFSS	AFOSS		FLUSHING SERVICE SYSTEM	JP-5 SYSTEMS FLUSHING SERVICE SYSTEM
TG	EOP		SHIP SERVICE TURBOGENERATOR	GENERATOR SHIP SERVICE TURBOGENERATOR
TGSF	EOP		SPECIAL FREQUENCY TURBOGEN	SPECIAL FREQUENCY MOTOR GENERATORS SPECIAL FREQUENCY TURBOGENERATORS
TIC	CFOSS		PORTABLE C02 INDICATOR	MOGAS SYSTEMS PORTABLE CARBON DIOXIDE INDICATOR
TIG	CFOSS		PORTABLE INERTNESS ANALYZER:	MOGAS SYSTEMS PORTABLE INERTNESS ANALYZER
TJP	CFOSS		TRANSFERRING JP-5 OF SHIP	JP-5 SYSTEMS TRANSFERRING JP-5 OF SHIP
TJST	FOSS		TRNSF CARGO JP-5 TO STORAGE TK	TANK TABLES ALIGNMENT FOR TRANSFER OF CARGO JP-5 TO SHIPS JP-5 STORAGE TANK
TJTD	FOSS		ALGN CARGO JP-5 TOKEN DELIVERY	TANK TABLES ALIGNMENT FOR CARGO JP-5 TOKEN DELIVERY
TLMSP	EOCC		TEMP LOSS MAIN STEAM PRESS	BOILER CASUALTIES TEMPORARY LOSS OF MAIN STEAM PRESSURE
TLOC	AFOSS		TANK LIST TO OVERFLOW CORR LST	JP-5 SYSTEMS TANK LIST TO OVERFLOW CORRESPONDENCE LIST
TMAS	AFOSS		TRNSF MAIN: ALIGN REC JP-5	JP-5 SYSTEMS TRANSFER MAIN-ALIGNING FOR RECEIVING JP-5 AND SECURING
TOI	CFOSS		OXYGEN INDICATOR/OXYGEN ANALYZ	MOGAS SYSTEMS OXYGEN INDICATOR/OXYGEN ANALYZER
TOMTES	EOP		TEST DIAGRAM	TEST DIAGRAM
TOPT	EOP		TNK TBLE ALIGN LO PURE XFER	DIAGRAMS, CHARTS AND TABLES TANK TABLE-ALIGNING FOR LUBE OIL PURIFICATION AND TRANSFER
TOWC	EOP		TANK TABLE: ALIGN FOR TRANSFER	DIAGRAMS, CHARTS AND TABLES TANK TABLE-ALIGNMENT FOR TRANSFER OF OILY WASTE TO CONTAMINATED TANK
TOWH	EOP		TANK TABLE OILY WASTE WATER	TANK TABLES TANK TABLE - ALIGNMENT FOR TRANSFER OF OILY WASTE WATER TO OILY WASTE WATER HOLDING TANK

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
TOWO	EOP		TANK TABLE OILY WASTE WATER	TANK TABLES TANK TABLE-ALIGNMENT FOR TRANSFER OF OILY WASTE WATER OVERBOARD
TOWT	EOP		TANK TABLE OILY WASTE WATER	TANK TABLES TANK TABLE - ALIGNMENT FOR TRANSFER OF OILY WASTE WATER TO OVERBOARD VIA MAIN DECK CONNECTION
TOWUW	EOP		XFER WASTE OIL TO UOT/WOHT	DRAIN AND WASTE WATER SYSTEMS TANK TABLE:ALIGNMENT FOR TRANSFER OF WASTE OIL TO USED/WASTE OIL TANK
TOWW	EOP		XFER OILY WSTE/WSTE OIL TNK	OPERATIONAL PROCEDURES TRANSFER OILY WASTE/WASTE OIL TANK
TPAJ	AFOSS		TRANS PMP: ALGN JP-5 OPER SECU	JP-5 SYSTEMS TRANSFER PUMP-ALIGNING TO JP-5 STORAGE TANK, OPERATING AND SECURING
TPAO	AFOSS		TRANS PMP: ALGN DISCHARGE	JP-5 SYSTEMS TRANSFER PUMP-ALIGNING DISCHARGE FOR OFF-LOAD, STARTING, OPERATING, STOPPING, AND SECURING
TPAT	AFOSS		ALIGN JP-5 STOR TK OPE 111-113	JP-5 SYSTEMS TRANSFER PUMP-ALIGNING TO JP-5 STORAGE TANK, OPERATING, AND SECURING 111-113
TPJT	AFOSS		TRANSFER CARGO JP-5 SVC TK	JP-5 SYSTEMS TRANSFER CARGO JP-5 TO JP-5 SERVICE TANKS
TPM	EOP		TUNNELING PUMP MOTOR DRIVEN:	SEAWATER SYSTEMS TUNNELING PUMP MOTOR DRIVEN
TPWF	EOP		T TABLE FOR POT WTR STG TNK FL	DIAGRAMS, CHARTS AND TABLES TANK TABLE FOR POTABLE STORAGE TANK FILL
TRF	EOP		TRANSFER RESERVE FEEDWATER	FEEDWATER SYSTEMS TRANSFERRING RESERVE FEEDWATER
TSAC	EOP		TRFS SYS:ALGN DESG CONT STOR	JP-5 SYSTEMS TRANSFER SYSTEM-ALIGNING TO DESIGNATED CONTAMINATED STORAGE TANKS
TSAD	AFOSS		TRANS SYS: ALGN DEFUEL STOR TK	JP-5 SYSTEMS TRANSFER SYSTEM-ALIGNING TO DESIGNATED DEFUEL STORAGE TANK AND SECURING
TSAF	AFOSS		TRNS SYS:ALIGN FILL JP-5 & SEC	JP-5 SYSTEMS TRANSFER SYSTEM-ALIGNING FOR FILLING JP-5 TANKS WITH JP-5 AND SECURING 88
TSC	EOP		TRANSFER SYSTEM	JP-5 SYSTEMS TRANSFER SYSTEM-ALIGNING FOR CONSOLIDATION AND SECURING
TSCW	EOP		TABLE: SEGREGATION CHILL WATER	DIAGRAMS, CHARTS AND TABLES TABLE: SEGREATION OF CHILLED WATER

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
TSDF	EOP		TANK STATUS CHART FUEL OIL	OPERATIONAL PROCEDURES TANK STATUS CHART FOR FUEL OIL AND RESERVE FEEDWATER
TSFA	EOP		TRANSFER SYSTEM: FUELING	JP-5 SYSTEMS TRANSFER SYSTEM-ALIGNING FOR FUELING SUXILIARIES, STARTING, OPERATING AND SECURING
TSFS	EOP		TRANSFER SYS STORAGE TANKS	JP-5 SYSTEMS TRANSFER SYSTEM-ALIGNING FOR FILLING STORAGE TANKS AND SECURING
TSFT	AFOSS		TRANS SYS: ALGN FLUSH TOP SECU	JP-5 SYSTEMS TRANSFER SYSTEM-ALIGNING FOR FLUSHING TOPSIDE AND SECURING
TSOH	EOP		TANK TABLE: ALIGN FO TANK STRP	DIAGRAMS, CHARTS AND TABLES TANK TABLE-ALIGNMENT FOR FUEL OIL TANK STRIPPING TO OVERBOARD VIA SMALL BOAT HOSE CONNECTION.
TSOL	AFOSS		TRANSFER SYS OFF LOADING	JP-5 SYSTEMS TRANSFER SYSTEM-ALIGNING FOR OFF-LOADING, STARTING AND SECURING
TSOW	EOP		TANK TABLE STRIPPING	TANK TABLES TANK TABLE - ALIGNMENT FOR STRIPPING CONTAMINATED TANK TO OILY WASTE WATER HOLDING TANK
TSSS	EOP		XFER SVC TK TO SVC TK	DIAGRAMS, CHARTS AND TABLES TANK TABLE-ALIGNMENT FOR TRANSFERRING FUEL OIL FROM SERVICE TO SERVICE TANK
TSST	AFOSS		TRANSFER SYSTEM FILLING	JP-5 SYSTEMS TRANSFER SYSTEM-ALIGNING FOR FILLING SERVICE TANKS, STARTING, OPERATING AND SECURING
TSTS	AFOSS		TRANSFER SYSTEM	JP-5 SYSTEMS TRANSFER SYSTEM
TTCP	FOSS		ALIGN CARGO OIL TKS TO OIL PMP	TANK TABLES ALIGNMENT FOR CARGO OIL TANKS TO CARGO OIL PUMPS
TTFC	EOP		TANK TABLE FO CONSOLIDATION	TANK TABLES TANK TABLE - ALIGNMENT FOR FUEL OIL CONSOLIDATION
TTJP	FOSS		ALIGN CARGO JP5 TKS TO JP5 PMP	TANK TABLES ALIGNMENT FOR CARGO JP-5 TANKS TO CARGO JP-5 PUMPS
TTL	FOSS		TANK NUMBER AND TANK TOP LOCA	JP-5 SYSTEMS TANK NUMBER AND TANK TOP LOCATION
TTOWW	EOP		TANK TABLE: XFER OF OILY WASTE	TANK TABLES TANK TABLE: ALIGNMENT FOR TRANSFER OF OILY WASTER WATER (OWW) TO WASTE OIL HOLDING TANK.
TTSS	EOP		ALIGN FOR XFER FO STOR TO STOR	DIAGRAMS, CHARTS AND TABLES ALIGNMENT FOR TRANSFERRING FUEL OIL FROM STORAGE TO STORAGE TANK
TVAC	EOP		ALGN CARGO OIL CONSOLIDATION	TANK TABLES ALIGNMENT FOR CARGO OIL CONSOLIDATION

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Id/Section	Type	Status	Master Code Brief	Section Title / Master Code Name
TVAD	EOP		TANK TABLE FO DEFUELING	TANK TABLES TANK TABLE - ALIGNMENT FOR FUEL OIL DEFUELING
TVAP	EOP		TANK TABLE FO REFUELING	TANK TABLES TANK TABLE - ALIGNMENT FOR FUEL OIL REFUELING
TVAR	EOP		TANK TABLE: ALGN FO PUR RECIR	DIAGRAMS, CHARTS AND TABLES TANK TABLE-ALIGNMENT FOR FUEL OIL PURIFIER SERVICE TANK RECIRC
TVAS	FOSS		ALGN FOR CARGO OIL STRIPPING	TANK TABLES ALIGNMENT FOR CARGO OIL STRIPPING
TVAT	EOP		TANK TABLE FO TRANSFER	TANK TABLES TANK TABLE - ALIGNMENT FOR FUEL OIL TRANSFER TO SERVICE TANKS
TVATA	EOP		ALGNG F.O.TRANS TO AUX SER	TANK TABLES TANK TABLE - ALIGNMENT FOR FUEL OIL TRANSFER TO AUXILIARY S SERVICE TANKS
TVBBT	EOP		ALIGNMENT FOR BALLASTING TANKS	DIAGRAMS, CHARTS AND TABLES ALIGNMENT FOR BALLASTING BALLAST TANKS
TVBJT	FOSS		ALIGN BALLAST CARGO JP5/TANKS	TANK TABLES ALIGNMENT FOR BALLASTING CARGO JP-5/BALLAST TANKS
TVBOT	FOSS		ALIGN BALLAST CO/BALLAST TANKS	TANK TABLES ALIGNMENT FOR BALLASTING CARGO OIL/BALLAST TANKS
TVBT	EOP		TANK TABLE BALLAST FO TANKS	TANK TABLES TANK TABLE-ALIGNMENT FOR BALLASTING FUEL OIL STORAGE TANKS
TVCM	EOP		ALIGN TRANSFER CONT OIL OVERBD	TANK TABLES TANK TABLE-ALIGNMENT FOR TRANSFER OF CONTAMINATED OIL TANK TO OVERBOARD VIA MAIN DECK HOSE CONNECTION
TVCS	EOP		TNK TBLE ALIGN RECLM FO	DIAGRAMS, CHARTS AND TABLES TANK TABLE - ALIGNMENT FOR RECLAIMING USABLE FUEL OIL
TVDBT	EOP		ALIGNMENT FOR DEBALLASTING TKS	DIAGRAMS, CHARTS AND TABLES ALIGNMENT FOR DEBALLASTING BALLAST TANKS
TVDD	EOP		ALGN FOR CARGO OIL DELIVERY	TANK TABLES ALIGNMENT FOR CARGO OIL DELIVERY
TVDJT	FOSS		ALIGN DEBALLAST CARGO JP5/TNKS	TANK TABLES ALIGNMENT FOR DEBALLASTING CARGO JP-5/BALLAST TANKS
TVDOT	FOSS		ALIGN DEBALLAST CO/BALLAST TNK	TANK TABLES ALIGNMENT FOR DEBALLASTING CARGO OIL/BALLAST TANKS
TVDP	FOSS		ALIGN FOR RECEIPT OF CARGO OIL	TANK TABLES ALIGNMENT FOR RECEIPT OF CARGO OIL
TVDR	FOSS		ALGN CARGO OIL RECLAMATION	TANK TABLES ALIGNMENT FOR CARGO OIL RECLAMATION
TVDT	EOP		TANK TABLE DEBALLAST FO TK	TANK TABLES TANK TABLE - ALIGNMENT FOR DEBALLASTING FUEL OIL STORAGE TANKS

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
TVFD	EOP		TANK TABLE FO STRIPPING	DIAGRAMS, CHARTS AND TABLES TANK TABLE - ALIGNMENT FOR STRIPPING FUEL OIL DRAIN TANKS TO CONTAMINATED OIL SETTLING TANK
TVFS	FOSS		ALGIN SHIP'S FUEL TO CARGO OIL	TANK TABLES ALIGNMENT FOR SHIP'S FUEL TO CARGO OIL SYSTEM
TVJC	FOSS		ALGN CARGO JP-5 CONSOLIDATION	TANK TABLES ALIGNMENT FOR CARGO JP-5 CONSOLIDATION
TVJD	FOSS		ALGN FOR CARGO JP-5 DELIVERY	TANK TABLES ALIGNMENT FOR CARGO JP-5 DELIVERY
TVJP	FOSS		ALGN FOR RECEIPT OF CARGO JP-5	TANK TABLES ALIGNMENT FOR RECEIPT OF CARGO JP-5
TVJR	FOSS		ALGN CARGO JP-5 RECLAMATION	TANK TABLES ALIGNMENT FOR CARGO JP-5 RECLAMATION
TVJS	FOSS		ALGN CARGO JP-5 STRIPPING	TANK TABLES ALIGNMENT FOR CARGO JP-5 STRIPPING
TVOW	EOP		ALIGN FO TO OILY WASTE TANK	TANK TABLES TANK TALBE-ALIGNMENT FOR FUEL OIL STRIPPING FROM STORAGE TANKS TO OILY WASTE WATER HOLDING TANK
TVSC	EOP		TANK TABLE FO STRIPPING	TANK TABLES TANK TABLE-ALIGNMENT FOR FUEL OIL STRIPPING TO CONTAMINATED TANKS
TVSO	EOP		TANK TABLE FO STRIPPING	TANK TABLES TANK TABLE - ALIGNMENT FOR FUEL OIL STRIPPING TO OVERBOARD
TVSS	EOP		TK TABLE ALIGN FO STRIP SVC	DIAGRAMS, CHARTS AND TABLES TANK TABLE - ALIGNMENT FOR FUEL OIL STRIPPING SERVICE TANKS TO STORAGE TANKS
TVST	EOP		TANK TABLE FO STRIPPING	TANK TABLES TANK TABLE - ALIGNMENT FOR FUEL OIL TANK STRIPPING TO OVERBOARD VIA MAIN DECK HOSE CONNECTION
TWOT	EOP		TANK TABLE: ALIGN FOR TRANSFER	DIAGRAMS, CHARTS AND TABLES TANK TABLE - ALIGNMENT FOR TRANSFER TO WASTE OIL TANK
UNVE	EOCC		NOISE OR VIB DIES ENG OR DYNO	MAIN ENGINE CASUALTIES UNUSUAL NOISE OR VIBRATION IN DIESEL ENGINE OR DYNO
UPS	EOP		UNINTERRUPTIBLE PWR:ALIGN AUTO	ELECTRICAL SYSTEMS AND EQUIPMENT UNINTERRUPTIBLE POWER SUPPLY-ALIGNING FOR AUTOMATIC OPERATION AND SECURING
UPST	EOP		UNINTERRUPTIBLE POWER : TEST	ELECTRICAL SYSTEMS AND EQUIPMENT UNINTERRUPTIBLE POWER SUPPLY-TESTING
VAS	EOP		VITAL AIR SYSTEM	AIR SYSTEMS VITAL AIR SYSTEM-ALIGNING FOR OPERATION AND SECURING

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
VFH	CFOSS		VEHICLE FUELING HOSE	MOGAS SYSTEMS VEHICLE FUELING HOSE-TESTING GROUND CONNECTION, FUELING VEHICLES AND SECURING
VFSDR	CFOSS		VEHICLE FUELING STATION:DUTIES	MOGAS SYSTEMS VEHICLE FUELING STATION-DUTIES AND RESPONSIBILITIES WHILE FUELING
VMS	EOP		CONSOLE, VOYAGE MNGMT SYS	CONSOLE CONSOLE, VOYAGE MANAGEMENT SYSTEM (VMS/RADAR CONSOLE)
VNAC	EOP		VITAL/NONVITAL AIR COMP	AIR SYSTEMS VITAL/NONVITAL AIR COMPRESSOR-STARTING, OPERATING, AND STOPPING
VPP	EOP		VACUUM PRIMING PUMP	BALLASTING AND DEBALLASTING SYSTEMS VACUUM PRIMING PUMP
VSA	SDOSS		VALVE TABLE SEW SYS SHIFTING	SEWAGE DISPOSAL SYSTEMS SHIFTING SEWAGE DISPOSAL CHT SYSTEM ALIGNMENT
VSC	EOP		VALVE STATUS CHART	DIAGRAMS, CHARTS AND TABLES VALVE STATUS CHART
VSPV	EOP		CYLOIDAL PITCH PROPELLER SYS	STEERING SYSTEMS CYCLOIDAL PITCH PROPELLER SYSTEM;ALIGNING FOR OPERATION, OPERATING AND SECURING
VTA	SDOSS		VALVE TABLE SEW SYS AT-SEA	SEWAGE DISPOSAL SYSTEMS VALVE TABLE FOR SEWAGE DISPOSAL CHT SYSTEM AT-SEA ALIGNMENT
VTC	SDOSS		VALVE TBL SEW DIS CHT SYS COLD	SEWAGE DISPOSAL SYSTEMS VALVE TABLE FOR SEWAGE DISPOSAL CHT SYSTEM COLD IRON ALIGNMENT
VTI	SDOSS		VALVE TABLE SEW SYS IN-PORT	SEWAGE DISPOSAL SYSTEMS VALVE TABLE FOR SEWAGE DISPOSAL CHT SYSTEM IN-PORT ALIGNMENT
VTT	SDOSS		VALVE TABLE SEW SYS TRANSIT	SEWAGE DISPOSAL SYSTEMS VALVE TABLE FOR SEWAGE DISPOSAL CHT SYSTEM TRANSIT ALIGNMENT
WB	EOP		WATER BRAKE	WATER BRAKE SYSTEM WATERBRAKE - PREPARING FOR OPERATION, OPERATING, AND SECURING
WBEV	EOCC		WTR BRAKE UNUSUAL NOISE/VIB	WATER BRAKE SYSTEM WATERBRAKE UNUSUAL NOISE OR VIBRATION
WBHT	EOCC		WTR BRAKE BRG HIGH TEMP	WATER BRAKE SYSTEM WATERBRAKE BEARING HIGH TEMPERATURE
WBOT	EOCC		WTR BRAKE WTR OVER TEMP	WATER BRAKE SYSTEM WATERBRAKE WATER OVER TEMPERATURE
WD	EOP		TRANSFER DIST STORAGE TANKS	FRESHWATER SYSTEMS TRANSFER OF DISTILLATE TO STORAGE TANKS - ALIGNING AND SECURING ALIGNMENT
WDCO	EOP		WELLDECK CONS-BALLAST/DEBALLAS	CONSOLE BALLAST/DEBALLST WELLDECK CONSOLE-BALLASTING/DEBALLASTING

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Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
WDEA	EOP		WAUKESHA DIESEL ENGINE	LAND BASED TEST SITE WAUKESHA DIESEL ENGINE
WDF	EOP		WASTE DISPOSAL AND FLUSHING	LAND BASED TEST SITE WASTE DISPOSAL AND FLUSHING
WEC	EOCC		WEAPONS ELEVATOR CASUALTY	WEAPONS ELEVATOR CASAULTY
WFS	EOP		WATER FILL SYSTEM:	LAND BASED TEST SITE WATER FILL SYSTEM-FILLING WATER TANK,ADDING WATER TO SCRUBBER
WHBP	EOP		WASTE HEAT BOILER	WASTE HEAT SYSTEMS WASTE HEAT BOILER - ALIGNING FOR OPERATION
WHH	EOP		WASTE HEAT HEATER	WASTE HEAT SYSTEMS WASTE HEAT HEATER - ALIGNING FOR OPERATION, OPERATING AND SECURING
WHP	EOP		WASTE HEAT PUMP	WASTE HEAT SYSTEMS WASTE HEAT PUMP
WHS	EOP		WASTE HEAT SYSTEM	WASTE HEAT SYSTEMS WASTE HEAT SYSTEM - ALIGNING FOR OPERATION, OPERATING AND SECURING
WHSV	EOP		WASTE HEAT SYSTEM	WASTE HEAT SYSTEMS WASTE HEAT SYSTEM - VALIDATING SYSTEM ALIGNMENT
WJP	EOP		WARNING: JP-5 99	JP-5 SYSTEMS WARNING-JP-5 99
WODV	EOP		WASTE OIL DRAIN SYS:VALIDATION	DRAIN AND WASTE WATER SYSTEMS WASTE OIL DRAIN SYSTEM
WOL	EOCC		MAJOR LEAK WATERBRAKE LO SYS	WATER BRAKE SYSTEM MAJOR LEAK IN WATERBRAKE LUBE OIL SYSTEM
WOP	EOCC		LOSS OF WATERBRAKE LO PRESSURE	WATER BRAKE SYSTEM LOSS OF WATERBRAKE LUBE OIL PRESSURE
WOT	EOCC		WATERBRAKE WATER OVER TEMP	WATER BRAKE SYSTEM WATERBRAKE WATER OVER TEMPERATURE
WOTS	EOP		WO TRNS SYS:ALING, OPER & SEC	OILY WASTE SYSTEM WASTE OIL TRANSFER SYSTEM:ALIGNING, PLACING IN OPERATION AND SECURING
WPC	EOP		WARNING: POLLUTION CONTROL 100	JP-5 SYSTEMS WARNING-POLLUTION CONTROL 100
WS	EOCC		WHITE SMOKE	BOILER CASUALTIES WHITE SMOKE
WSE	EOCC		WHITE SMOKE ECON	BOILER CASUALTIES WHITE SMOKE ECONOMY
WTRS	EOP		DISTILLED WATER SYSTEM	DISTILLATE TRANSFER SYSTEM DISTILLED WATER SYSTEM

APPENDIX F

Id/Section	Type	Status	Master Code Brief	Section Title Master Code Name
WWDP	EOP		WASTE WATER DRAIN PMP MD	DRAIN AND WASTE WATER SYSTEMS WASTER WATER DRAIN PUMP (SEPARATOR COLLECTING) (MOTOR-DRIVEN)
WWDT	EOP		WASTE DRAIN TANK	DRAIN AND WASTE WATER SYSTEMS WASTE WATER DRAIN TANK
WWPM	EOP		WSTE WTR DRN PMP MD OPS SEC	DRAIN AND WASTE WATER SYSTEMS WASTE WATER DRAIN PUMP, MOTOR-DRIVEN

APPENDIX G
GENERAL EOP DEVELOPMENT REQUIREMENTS
FOR STAEM POWERED SHIPS

10. **Scope.** This appendix establishes the general EOP development requirements pertinent to the various propulsion plant configurations or ship types. The EOSS developer shall be required to review this section of the appendix pertaining to the EOSS type for the general requirements, extracting those requirements applicable to the specific ship for which he is developing the EOSS and augmenting them with the specific EOSS development requirements contained in the appendix corresponding to the type specified in the contract or order (see 6.2).

10.1 **Limited Applicability.** Variation in ship configurations will in some instances limit the applicability of EOSS procedures contained herein. The developer shall be required to modify, delete and augment, as necessary, these procedures to the extent necessary to make them technically and sequentially correct for the tasked EOSS development.

10.2 **Standard Notes.** The EOSS documentation shall be developed using standard NOTES, CAUTIONS, and WARNINGS. When the developer composes NOTES, CAUTIONS, and/or WARNINGS which appear more than once throughout the EOSS documentation, he shall standardize the text such that the NOTES, CAUTIONS, and/or WARNINGS appear in identical text throughout all documentation.

20. **General EOP Requirements.** This section establishes the general EOP development requirements for all types of steam turbine powered ships. While CVs, which are steam turbine powered are covered herein, the developer shall be guided in his development by taking extraordinary note of the provisions of 10.1, since the main propulsion plants for aircraft carriers are often unique.

20.1 **Master Plant Procedures (MP)** MPs shall be developed to provide a complete overview of the specified propulsion plant evolution.

20.1.1 **MP Level of Detail** The level of detail in the MP shall be as necessary to address each watch area supervisor's functional requirements to direct, control and sequence the propulsion plant through a complete propulsion plant evolution. NOTES, CAUTIONS, and/or WARNINGS pertinent to the total propulsion plant evolution shall be included. All charts and diagrams pertinent to the propulsion plant evolution shall be addressed and properly identified. Actual step-by-step watch area actions shall not be included; however, the Watch area functions, along with the proper system and/or component procedure identification shall be included.

20.1.2 **MP Preprocedural Notes.** Each MP shall be developed to include notes in the preprocedural sections, as required, to provide information to complete evolutions prior to commencement of the procedural section necessary to complete the specified propulsion plant evolution, and the optimum final conditions to be a established upon completion of the evolution.

20.1.3 **MP Sequence.** Actions may be occurring simultaneously throughout the propulsion plant; however, every attempt shall be made to sequence all actions as closely as possible to actual sequence to ensure continuity and maintain the overview of the complete propulsion plant evolution.

20.1.4 **Master Prelightoff Checklist (MLOC).** MLOC shall be developed with the following additional intentions, inclusions and assumptions:

a. Intended to be accomplished by the duty section and space supervisors.
b. Will include actions, which can be accomplished prior to startup.
c. Will include equipment inventory, applicable PMS checks, systems alignments, and provide space for additional actions, which may be entered by the Engineer Officer.
d. The checklist will be based on the following standard assumptions:
   (1) Ship is on shore power.
   (2) Ship is receiving shore steam for hotel services.
   (3) Firemain system is in operation.

20.1.5 **MS1AC**. This MP shall be developed to proceed from receiving shore services to auxiliary operation, cold boiler. It shall be assumed that the first boiler to be placed in operation is in layup, using an approved method other than steam blanket. It shall also be assumed that all shore steam drains are not certified acceptable for retention as feedwater and all steam drains are aligned to discharge overboard.

20.1.6 **MSlAS.** This MP shall be developed to proceed from receiving shore services to auxiliary operation, boiler under shore steam blanket. It shall be assumed that the first boiler to be placed in operation is in steam blanket layup. It shall also be assumed that all shore steam drains are certified acceptable for retention as feedwater and all steam drains are either being collected or discharged overboard.

20.1.7 **MS1A.** This MP shall be developed to proceed from receiving shore services to auxiliary operation (auxiliary boiler). It shall be assumed that the ship is equipped with an auxiliary boiler and ship service diesel generator. It shall also be assumed that all steam drains are or are not acceptable for retention as feedwater and are either being collected or discharged overboard, as applicable.

20.1.8 **MATU.** This MP shall be developed to proceed from auxiliary operation to underway. It shall be assumed that the second boiler to be placed in operation is in steam blanket layup and plant arrangement is as per machinery configuration for auxiliary operation.

20.1.9 **M1AU**. This MP shall be developed to proceed from auxiliary operation (auxiliary boiler) to underway. It shall be assumed that the first main boiler to be placed in operation is in steam blanket layup and plant arrangement is as per machinery configuration for auxiliary.

20.1.10 **MABS.** This MP shall be developed to secure additional boiler in a space. It is assumed that two or more boilers are operating in one space and one boiler is to be secured and the plant arrangement is as per machinery configuration for underway (maneuvering). When this MP is completed the machinery configuration shall be for underway.

20.1.11 **MABL.** This MP shall be developed to place an additional boiler in operation in one space with one or more boilers in operation and the plant arrangement is as per machinery configuration for underway. When this MP is completed the machinery configuration shall be for underway (maneuvering).

20.1.12 **MUTA.** This MP shall be developed to proceed from underway to auxiliary operation with plant arrangement as per machinery configuration for underway. When this MP is completed the machinery configuration shall be for auxiliary operation.

20.1.13 **MATS.** This MP shall be developed to proceed from auxiliary operation to receiving shore services with plant arrangement as per machinery configuration for auxiliary. It shall be assumed that shore steam drains will either be collected or discharged overboard, dependent upon acceptability of drains-for retention as feedwater.

20.1.14 **MSlUC.** This MP shall be developed to proceed from receiving shore services to underway, cold boiler. It shall be assumed that the first boiler to be placed in operation is in layup, using an approved method other than steam blanket and the ship is equipped with a ship service diesel generator. It shall also be assumed that all drains are of certified acceptable for retention as feedwater and all steam drains are aligned to discharge overboard. Machinery configuration for underway (maneuvering).

20.1.15 **MS1US.** This MP shall be developed to proceed from receiving shore services to underway, boiler under shore steam blanket. It is assumed that the first boiler to be placed in operation is in steam blanket layup. It shall also be assumed that shore steam drains are certified acceptable for retention as feedwater and are either being collected or discharged overboard, as applicable. Machinery configuration for underway (maneuvering).

20.1.16 **MU1A.** This MP shall be developed to proceed from underway to auxiliary operation (auxiliary boiler) with plant arrangement as per machinery configuration for underway. When this MP is completed the machinery configuration shall be for auxiliary operation.

20.1.17 **M1AS.** This MP shall be developed to proceed from auxiliary operation (auxiliary boiler) to receiving shore services with plant arrangement as per machinery configuration for auxiliary operation (auxiliary boiler). It shall be assumed that shore steam drains will be aligned either for collecting or discharging overboard, dependent upon acceptability for retention as feedwater.

20.1.18 **MCTU.** This MP shall be developed to proceed from a boiler casualty to underway. It shall be assumed that a single boiler casualty has occurred with the plant arrangement as per machinery configuration for underway and the boiler was secured using appropriate Casualty Response Procedures. When this MP is completed plant arrangement shall be as per machinery configuration for underway as.

20.1.19 **MNCTU.** This MP shall be developed to proceed from a nonrestorable boiler casualty to underway with plant arrangement as per machinery configuration for underway. It is assumed that a single boiler casualty has occurred, the boiler has been secured using appropriate Casualty Response Procedures, the casualty to the boiler has been determined not to be operational and the second boiler in the space shall be placed in operation. When this MP is completed plant arrangement shall be as per machinery configuration for underway.

20.1.20 **MECU.** This MP shall be developed to proceed from a main engine casualty to underway with plant arrangement as per machinery configuration for underway as. It shall be assumed that a main engine casualty has occurred, the main engine has been secured using appropriate Casualty Response Procedures and the auxiliary plant is to remain in operation.

When this MP is completed plant arrangement shall be as per machinery configuration for underway.

20.1.21 MSMU. This MP shall be developed to secure a main engine underway with plant arrangement as per machinery configuration for underway. It is assumed that a main engine casualty has occurred, the main engine has been secured using appropriate Casualty Response Procedures, the main engine has been determined not to be operational and the auxiliary plant is to remain in operation. When this MP is completed plant arrangement shall be as per machinery configuration for auxiliary operation.

20.2 **Operational Procedures (OP).** OPs shall be developed for each watch area supervisor (i.e., EOOW, MMOW, BTOW, etc.).

20.2.1 **OP Level of Detail.** The level of detail in the OP shall be as necessary to address the watch area supervisors functional requirements to direct, control and sequence the watch area actions under his control through specified watch area evolution in support of a total propulsion plant evolution. NOTES, CAUTIONS, and/or WARNINGS pertinent to the total watch area evolution shall be included. All charts and diagrams pertinent to the watch area evolution shall be addressed and properly identified. Step-by-step watch area actions requiring direct control of the watch area supervisor shall be included, along with the watch area fund lions with their proper system and/or component procedure identification.

20.2.2 **OP Preprocedural Notes.** Each OP shall be developed to include notes, as required, to provide information pertinent to the specified watch area evolution.

20.2.3 **OP Sequence.** All actions shall be sequenced as close to actual sequence as possible to ensure continuity between watch areas during the total propulsion plant evolution.
20.3 **System Procedures (SP).** SPs shall be developed to accomplish a single evolution or a complete system alignment.
20.3.1 **SP Level of Detail.** The level of detail in the SP shall be as necessary to address each valve, switch, level indicator, alarm or supporting element required to complete the evolution or system alignment, including steam system piping warm up and draining in an uninterrupted series of steps. When required, starting and stopping of equipment in support of the evolution shall he included. NOTES, CAUTIONS, and/or WARNINGS pertinent to the procedure shall be included. Any diagrams that are to be used in conjunction with the procedure are to be identified in a preprocedural note.

20.3.2 **SP Sequence.** All actions shall be in sequential order to provide the user with a series of uninterrupted steps required to complete the specified evolution.

20.3.3 **SP Multiple Watch Areas.** SPs for evolutions or systems alignments requiring multiple watch area participation shall be developed to identify those areas of the procedure as "assistance required" areas (see also 20.4.6.2).

20.3.4 **Establish Boiler Lightoff Water Level, Cold Boiler (SP NO.** EBWLC) shall contain the required steps, applicable to individual ship configurations, to establish boiler steam drum water level in preparation for lightoff when the boiler is under a layup other then a steam blanket. This procedure shall assume the boiler layup has been secured. A preprocedural NOTE shall indicate the diagram(s) that is to be used in conjunction with the procedure. This procedure shall include system phase changes for: Draining Steam Drum Water Level and

Raising Steam Drum Water Level. The water level shall be lowered and then raised to verify that water level can be controlled and the gauge glass indication is accurate and the economizer is full.

a. **Drain Steam Drum Water Level** shall address aligning all required valves to drain the boiler steam drum water level to a point below the normal lightoff water level. The steam drum water level shall be drained through the water drum blowdown valve and then the superheater headers and desuperheater drained to the bilge. When water level has been drained to a point below the normal lightoff water level, the water drum blowdown valve shall be secured.

b. **Raise Steam Drum Water Level** shall begin by verifying DFT water level. The procedure shall align the entire main feed system to raise the steam drum water level with the main feed booster pump, controlling the water level change with the automatic feedwater control valve, or when using the emergency feed and feedwater transfer pump, with the pump throttle valve. The alignment shall then be secured by shutting the main feed pump discharge valve, shutting the main fend booster pump discharge valve and stopping the main feed booster pump, or stopping the emergency feed and feedwater transfer pump.

20.3.5 **Establish Boiler Light off Water Level, Boiler Under Steam Blanket (SP NO. EBWLS).** EBWLS shall contain the required steps, applicable to individual ship configurations, to establish boiler steam drum water level in preparation for lightoff when the boiler is under a steam blanket. A preprocedural NOTE shall indicate the diagram(s) that is to be used in conjunction with the procedure. This procedure shall include system phase changes for: draining steam drum water level; raising steam drum water level, using main feed booster pump; and raising steam drum water level with the main feed system pressurized.

a. **Drain Steam Drum Water Level** shall address aligning all required valves, and using the steam blanket, to blow down the boiler overboard and drain the steam drum water level to a point below the normal lightoff water level. The watchstander shall be alerted not to blow down the boiler when steam drum pressure is less than 100 psi, and to ensure all blowdown valves on both boilers are shut prior to initiating the blowdown evolution. When the blowdown valves have been verified shut, the watchstander shall be alerted to ensure no personnel are working in a boiler in the same space as the one to be blown down. The valves shall be aligned; the boiler shall be blown down through the water drum blowdown valve to a level below the normal lightoff water level; the valve alignment shall be secured sequentially, from the boiler to the skin of the ship; and the blowdown piping shall be relieved of pressure.

b. **Raise Steam Drum Water Level** shall address raising the steam drum water level with the main feed booster pump or emergency feed and feedwater transfer pump. The DFT water level shall be verified. The entire main feed system shall be aligned and the steam drum water level raised using the main feed booster pump, controlling the water level change with the automatic feedwater control valve, or when using the emergency feed and feedwater transfer pump, with the pump throttle valve. The alignment shall be secured by shutting the main feed pump discharge valve and shutting the main feed booster pump discharge valve and stopping the main feed booster pump, or stopping the emergency feed and feedwater transfer pump. The steam blanket shall be secured and then restored when using the main feed booster pump.

c. **Raise Steam Drum Water Level (Main Feed System Pressurized)** shall assume the main feed system is in operation and pressurized. The boiler feed system shall be aligned and the boiler steam drum water level raised to the lighting off level. The water level change shall be controlled with the automatic feedwater control valve in remote manual.

20.3.6 **Surface Blowing a Steaming Boiler (SP No FSBL)**. FSBL shall address actions required to accomplish surface blowing of a steaming boiler as per NSTM Chapter 220, Vol. 2. Preprocedural NOTES shall indicate the frequency requirements of this procedure, when the boiler should be chemically tested, and the diagram to be used in conjunction with this procedure. There shall be a WARNING relative to ensuring no personnel are working in adjacent boiler(s). This procedure shall include system phase changes for: verifying valve status; aligning for blowdown; surface blowing the boiler; and securing blowdown alignment.

a. **Verily Valve Status** shall address statements, applicable to individual ship configurations, for ensuring that the boiler blowdown piping valves are shut.
b. **Align For Blowdown** shall address statements applicable to individual ship configurations, for aligning the overboard discharge piping to provide a flow path for the boiler blowdown. The overboard piping alignment shall be sequenced so that the valves are opened from the skin of the ship back to the boiler.
c. **Blow Down Boiler** shall address statements, applicable to individual ship configurations, to: surface blow the boiler in proper sequence to the desired level; repeat actions until the surface blow is completed; and establish normal steam drum water level as required.
d. **Secure From Blowdown** shall address actions required to sequentially shut all valves opened to accomplish blowdown. The valves shall be shut in sequence from the boiler to the skin of the ship and blowdown piping shall be relieved of pressure.

20.3.7 **Surface Blowing: a Boiler Under a Steam Blanket (SP NO. BSBL).** BSBL shall address, applicable to individual ship configurations, steps required to reduce the steam drum water level and to reduce the chemical concentration. A preprocedural NOTE shall indicate the frequency of the blowdown and a CAUTION shall alert the watchstander not t surface blow the boiler if steam drum pressure is less than 100 psi. The remainder of the procedure shall be developed to include the same system phase changes, along with their guidance, as Surface Blowing a Steaming Boiler (FSBL).

20.3.8 **Bottom and Header Blowing Boiler (SP NO. BBHB).** BBHB shall address the watch area actions, applicable to individual ship configurations, required for the bottom and header blowing elf a boiler each time the boiler is secured or as required by FISTS, Chapter 220 and NSTM Chapter 221. The procedure shall include the same system phase changes for Surface Blowing a Steaming Boiler (FSBL).

Preprocedural notes shall indicate the frequency of bottom and header blow downs, and the parameters required for conducting the blowdown, the time requirements on the blowdown, when the Oil King must be notified, and what diagram is to be used in conjunction with the procedure. CAUTIONS and WARNINGS shall alert the watchstander not to perform the bottom and header blowdown when fires are lighted in the boiler or when steam drum pressure is less than 100 psi, to ensure all blowdown piping valves are shut prior to initiating the blowdown, and that no personnel are working in boiler(s) that are in the same space as the boiler being blown down. This procedure shall follow the guidance given for Surface Blowing a

Steaming Boiler except for Blow Down Boiler section. The blowdown sequence shall start with the water drum and progress around the boiler. The blowdown shall be repeated for a total of three blowdowns.

The procedure shall address chemically testing after the boiler has settled for 30 to 45 minutes as the last step.

20.3.9 **Soot Blowing Boiler Tubes (SP NO. BSBO)** shall address steps, applicable to individual ship configurations, required for the blowing of the firesides with steam to remove soot buildup on the tube banks. The preprocedural notes shall indicate the diagram to be used in conjunction with the procedure and the conditions for repeating the procedure. The procedure shall include system phase changes for: aligning for soot blow; soot blowing boiler; and securing from soot blowing.

a. **Align for Soot Blow shall** address aligning soot blower steam piping and drains preceded by a WARNING relative to maintaining a watchstander at the soot blower steam root valve until valve is shut.
b. **Soot Blow Boiler** shall address blowing the boiler tubes in the sequence established by boiler manufacturer until the smoke indicator (periscope) indicates a clear stack.
c. **Secure Prom Soot Blow** shall address shutting soot blower steam supply valves and aligning drains in sequence starting at the root valve.

20.3.10 Aligning and Operating Lube Oil Purifying and Transfer System (SP NO. PTLO). PTLO shall address steps for aligning and operating the lube oil purifying and transfer system for all modes of operation applicable to individual ship configurations. A preprocedural NOTE shall indicate the diagram to be used in conjunction with the procedure.

20.3.11 The following paragraphs provide general guidance relative to each phase change in this SP.

a. VERIFY VALVE STATUS shall include all actions required to ensure the required system's valves are shut.
b. ALIGN FOR OPERATION shall address opening the required valves for designated suction and discharge. All possible purifier suctions and discharges shall be addressed.
c. START PURIFICATION shall address starting the purifier, opening the purifier suction valve, and placing the heater in operation. All purifier valves shall be addressed in this section.
d. OPERATING shall address all parameters that should be monitored while operating the lube oil purifying and transfer system and a NOTE addressing monitoring of bowl speed, water seal, etc.
e. STOP PURIFICATION shall address securing the heater, shutting purifier suction valve, reclaiming seal box oil, and stopping purifier. All purifier valves shall be addressed in this section.
f. SECURE ALIGNMENT shall address shutting all system's valves that were opened when aligning system. There shall be a NOTE relative to not locking auxiliary machinery sumps' inlet/outlet valves until evolution is complete.

20.3.12 **Aligning Main Condensate System (SP NO. MCS).** MCS shall address aligning the main condensate system and starting the first main condensate pump. The procedure shall be divided into three basic system phase changes: Placing in Operation; Operating; and Securing

from Operation. A preprocedural NOTE shall indicate the diagram to be used in conjunction with the procedure. The condenser hot well level shall be raised before starting the pump.

20.3.13 **Aligning Auxiliary Machinery Cooling Water System (SP NO. ACWS)**. ACWS shall address the aligning of the auxiliary machinery cooling water system, cleaning the system strainers and starting the auxiliary machinery cooling water pump and placing reducer in operation. A preprocedural NOTE shall indicate the diagram to be used in conjunction with the procedure. The procedure shall be divided into three basic sections: Placing in Operation; Operating; and Securing from Operation.

20.3.14 **Aligning Control Air System for Operation and Securing.** Aligning Control Air System for Operation and Securing shall address the sequential steps required for aligning the system for operation and securing the system when operation is no longer required. The procedure shall address all valves in the control air system from the air receiver discharge valve through and including all air system reducers. The procedure shall not address the backing off and resetting of control air system reducers. A preprocedural NOTE shall indicate the diagram to be used in conjunction with the procedure.

20.3.15 **Aligning the Fuel Oil System for Boiler Lightoff (SP NO. FOLO).** FOLO shall contain the following sections: ALIGNING FOR BOILER LIGHTOFF (FIRST BOILER IN THE SPACE); and ALIGNING FOR ADDITIONAL BOILER LIGHTOFF. The procedure shall address the sequential steps required for aligning the first boiler in the space for lightoff and aligning for additional boiler lightoff in the same space. The procedure shall address the sequential steps for testing and resetting of the fuel oil quick-closing valve from all applicable locations in the space, prior to aligning the fuel oil system from the service tank, to the boiler front, and back to the service tank. The procedure shall direct the watchstander to crack open the fuel oil recalculating valve on the first boiler only.

20.3.16 **Securing the Fuel Oil System (SP NO. FOS).** FOS shall contain the following sections: SECURING (WITH OTHER BOILER(S) IN THE SAME SPACE IN OPERATION), and SECURING (WITH ALL OTHER BOILERS SECURED). The procedure shall address the sequential steps required to secure the fuel oil system, when all boilers are secured. WARNINGS shall precede all do steps directing the watchstander to ensure fires are extinguished and to ensure the fuel oil service pump is stopped when all boilers are secured.

20.3.17 **Main Engine Lube Oil System (SP NO. LOSA).** LOSA shall address the watch area actions required for aligning for operation and operating. The OPERATING section shall address "design data", i.e., alarm settings, pump starting parameters, pressure regulating valve settings, etc.

20.4 **Component Procedures (CP).** CPs shall be developed to address the sequential actions required to perform individual equipment evolutions. These procedures shall address all evolutions that apply to engineering propulsion plant related equipment, as applicable to individual ship configuration. This may include preparing, aligning, starting, operating, stopping, securing, testing, shifting, paralleling, aligning for standby, starting from standby, securing to standby, securing from standby, and validating of the equipment or components. Steam equipment that is placed in standby shall be aligned and warmed thoroughly, with the drains aligned to the bilge during warmup and the drain systems during standby. Turbine-driven auxiliary machinery, except fuel oil service and main condenser circulating water pumps, shall be placed on the line or shifted to remote operation when lube oil temperature reaches 100 ° F.

20.4.1 **CP Level of Detail.** The level of detail in the CP shall be as necessary to address each valve, switch, level indicator, alarm, or supporting element required to operate the equipment called for in the procedure. Each section of the procedure shall address all the sequential steps required to complete the evolution described in the section title, so that the watchstander will not have to refer to any other section of a procedure, or any other procedure to complete the evolution. Any diagrams that are to be used in conjunction with the procedure are to be indicated in a preprocedural note.

20.4.2 **Component Diagrams (CD).** To provide increased accuracy, a CD shall be developed to show the equipment and all related systems required to operate the equipment. All components using steam shall have a Component Diagram.

20.4.3 **Preprocedural Notes.** Preprocedural notes shall be limited to those notes that apply to the performance of the entire procedure. Notes in the procedures shall not include any operator "do step" actions. Every effort should be taken not to include operator actions in CAUTIONS and WARNINGS.

20.4.4 **Multiple Watch Areas.** CPs for equipment that require multiple watch areas participation shall be developed as a single procedure with the steps separated into watch area sections whenever possible.

20.4.5 **Turbine Driven Equipment.** CPs for turbine-driven equipment, with the exceptions of the main engines and main condenser circulation water pumps, shall contain a section for STOPPING DURING A CASUALTY and a section for STARTING AFTER A CASUALTY. The stopping during a casualty section shall list the minimum number of steps required to stop the equipment. These actions must be memorized by the watchstander and are used in casualty control; therefore, they shall be precise, logical, and sequentially correct. This temporarily secured status must be sufficient to protect the turbine-driven equipment in case steam pressure or system pressure is restored. In addition, include a provision for the equipment designator report e.g. NO. 1 Main Feed Pump stopped. The starting after a casualty section shall restart the equipment from this temporarily secured status and address checking lube oil level prior to starting and operating of the equipment.

20.4.6 **Preparing for Operation Section.** The PREPARING FOR OPERATION section of CPs for turbine-driven equipment shall include those steps required for starting the pump that can be performed without steam, so that the component can be started without delay when steam is available.

20.4.6.1 **When Ordered Actions.** When an individual action within a section cannot be performed until ordered, that step shall begin with "when ordered", and shall be followed by a step for the operator to report the ordered action completed to the supervisor who made the order.

20.4.6.2 **Assistance Required Actions.** When any step of a procedure requires more than one operator to complete the step, the title of the section shall include the words, ASSISTANCE REQUIRED, enclosed in parentheses. The step itself shall include affords to describe the assistance required and specify the watch area performing the action.

20.4.6.3 **Operating Parameters.** When a CP includes an OPERATING section, the information included in the section relative to operating parameters shall be limited to "design" operating parameters and shall be identified with DESIGN OPERATING DATA as the column heading. Operating parameters included shall be limited to those parameters that can actually be observed by the operator. In addition to design operating data, the OPERATING section shall include those adjustments, observations, and actions required to maintain proper on-line operation, i.e., ensuring proper lube oil sump level and lube oil flow to bearings, inspecting and adjusting gland leak off, etc. CAUTIONS and WARNINGS shall also be included when required to alert the operator of unacceptable operating parameters. This section shall not include on-line evolutions, i.e., shifting units, manual operation of the component in the event of failure of automatic control devices, etc. This section shall reference shifting, inspecting, and cleaning duplex lube oil strainers/filters on auxiliary machinery, i.e., ship service turbogenerators, main feed pumps, forced draft blowers, etc. only when box type oil spray deflection shields are installed.

20.4.6.4 **Valves.** When valves are addressed in a CP, valve numbers shall be included to further identify each valve and a preprocedural note shall indicate the System/Component Diagram to be used in conjunction with the Component Procedure.

20.4.6.5 **Feedwater.** When reference to feedwater condensate treatment is required, the watchstander shall be directed to NSTM, Chapter 220, Vol. II.

20.4.6.6 **Lube Oil Coolers.** When lube oil coolers on auxiliary equipment using 2190 TEP lube oil are aligned and placed in operation, the lube oil temperature out of the cooler shall be maintained between 120°F and 130°F.

20.4.6.7 **Superheat.** The designated boiler superheater outlet temperature shall be in accordance with NSWCCD guidelines.

20.4.6.8 **Turbine driven Equipment Procedures.** Procedures that address turbine driven equipment shall: Ensure the hand overload nozzle valve is shut, or is at the minimum stop; keep the combined exhaust/relief valve shut when the pump is in secured standby, except on main condenser circulating water pumps; not to shut the combined exhaust/relief valve when stopping during a casualty, open the combined exhaust/relief valve prior to admitting steam to the turbine.

20.4.6.9 **Centrifugal Pumps.** Procedures that address centrifugal pumps shall start the pump before opening the line discharge valve (except for pumps aligned for standby to be started remotely) and check gland sealing after starting. Procedures developed shall be consistent throughout the package so that all similar pumps are operated in the same manner.

20.4.6.10 **Steam Reducers.** Procedures that address steam reducers shall open the discharge valve first, crack open the bypass valve to allow for warm-ups, and then open the reducer inlet valve slowly.

20.4.7 **Detailed Requirements for CPs.** This section contains the minimum detailed requirements relative to technical content and placement of CPs for the various systems and major equipments included in a steam propulsion plant, as applicable to individual ship configurations. Although the detailed requirements specified herein reflect a two shaft, four space steam propulsion plant, many of these requirements also apply to other plant

configurations and other types of propulsion plants and shall be adhered to as closely as possible.

20.4.7.1 **Boiler Procedures CPs.** Boiler Procedures shall be developed to address the following evolutions in accordance with the indicated guidelines:

20.4.7.2 **Blowing Down the Gauge Glass (CP NO. BGG)**. BGG shall address the sequential steps required to safely and effectively blow down the steam drum water level gauge glass. A component diagram is required and shall be referenced for this procedure. The watchstander shall be alerted to ensure no personnel are in the vicinity of the gauge glass drain, and the gauge glass is not to be blown down when steam drunk pressure is less than 100 psi or greater than 200 psi. The procedure shall be repeated until water in the gauge glass is clear of foreign matter and the supervisor shall be notified of any malfunction and/or unusual condition.

20.4.7.3 **Idle Boiler Layup (CP NO. IBLU).** IBLU shall address the sequential steps required for aligning and securing all approved boiler layup methods that are within ships force capability. The boiler layup methods shall be in accordance with the guidelines of NSTM, Chapter 221. The procedure shall address the alignment and establishment of each boiler layup method from a steaming condition as well as from any other boiler layup method. The procedure shall also address the securing of each boiler layup method. When establishing a steam blanket or nitrogen blanket layup from a back fill layup, the boiler steam drum water level shall be drained to the normal steaming level and the superheater header and desuperheater drained to the bilge. While under a steam blanket layup, the superheater header and desuperheater shall be kept clear of condensate by throttling the drains to the bilge.

20.4.7.4 **Aligning, Shifting, and Securing Boiler Drains (CP NO. BHPD).** BHPD shall address the sequential steps to align the superheater header and desuperheater drains to the bilge for initial operation, shifting drains from the bilge to the high-pressure drain main and the shifting of the drains from the high-pressure drain main to the bilge when ~ res have been secured and boiler pressure has reduced below 150 psi. A preprocedural NOTE shall indicate the diagram to be used in conjunction with the procedure.

20.4.7.5 **Lighting Fires (CP NO. BLF).** BLF shall address the sequential steps required to light fires in the boiler. The procedure shall address all approved and applicable methods for lighting fires, i.e., ship provided steam atomization, air atomization, mechanical and include sections for: shifting from air to steam atomization, and lighting off additional burners. The procedure shall ensure that the purge of the furnace is complete and address all applicable CAUTIONS and WARNINGS to alert the watchstander to a safe, coordinated lightoff. The following are specific directions that shall apply to all lightoff procedures as applicable:

a. **Purging.** When purging, shut all air registers, start motor-driven forced draft blower, then open registers and time purge.

b. **Eye Protection.** The watchstander shall be alerted by a WARNING to wear eye protection, fire retardant gloves, long sleeve shirt, and to stand clear of the lighting off port while lighting fires.

c. **Two Men Required.** The lighting of fires is a coordinated two man evolution and shall be addressed in a NOTE as to each man's task.

d. Fuel Oil Pressure. The fuel oil pressure shall be adjusted to the lighting off pressure and when ignition occurs, adjust the fuel oil pressure so as not to exceed 5% of full power firing rate (except where specific fuel header pressure has been provided by NSWCCDFuel oil pressure firing rates should be verified with NSWCCD prior to

pre-hot/cold systems check review submittal when conflicting information exists. When ignition is successful, the air register on the lightoff burner shall be flicked from full shut, to full open, to full shut and then back to full open, to bring the flame closer to the atomizer tip.

20.4.7.6 **Failure of Light Off Attempt.** If the light off attempt fails, shut No. 1 or oncoming burner fuel oil manifold valve, shut No. 1 or oncoming burner safety shutoff device, and ensure the fuel oil manifold recirculating valve remains open on initial lightoff. Remove No. 1 or oncoming burner atomizer assembly inspect the furnace, remove all traces of unburned fuel.

20.4.7.7 **Minimum Light off Requirements.** The above requirements are not intended to be all inclusive. They are the minimum requirements for lighting fires in a boiler where fires are lighted using a torch. The above requirements shall be critically examined and evaluated for inclusion in procedures for fully automated plants.

20.4.8 **Extinguishing Fires (CP NO. BXF).** BXF shall address the sequential steps required to secure burners for all methods of burner operation covered in the associated lighting fires procedure. The burners shall be secured in the proper sequence and the furnace inspected to ensure combustion is not occurring on the furnace floor. A CAUTION shall alert the watchstander relative to cracking open the fuel oil system recirculating valve when securing the last burner in the space.

20.4.9 **Consoles.** The Console CPs to be developed and the specifications for these procedures are as follows:

a. **Aligning for Remote Manual Operation, Initial Alignment (CP NO. CORM).** CORM shall address the sequential steps required, and the initial indications desired, to align the Automatic Boiler Control (ABC) console for initial operation after the system has been secured. The procedure shall assume that control air is available.

b. **Testing Automatic Boiler Controls (ABC) in Remote Manual and Automatic (CP NO. CTRM).** CTRM shall address the sequential steps required to test the ABC console in remote manual and semiautomatic operation. A watchstander shall be stationed at the final control element to observe element movement. The final control element position and/or corresponding signal shall be compared at the minimum, mid, and fully open positions.

c. **Console Operation During Lightoff and Raising Steam (CP NO. COLO).** COLO shall address the sequential steps required to: conduct a timed purge of the furnace using the motor-driven; establish the correct fuel and windbox pressures for lightoff; adjust fuel oil and windbox pressure after lightoff for raising steam pressure; maintain correct steam drum water level while raising steam pressure; prior to one knob operation shift from motor-driven to turbine-driven forced draft blower, shift ABC from remote manual to remote manual one knob control after boiler is on auxiliary steam ire; raise steam pressure; shift from air to steam atomization; shift from mechanical to steam atomization, and light off additional (second) burner.

20.4.9.1 **Firing Rate.** CAUTIONS and WARNINGS shall alert the watchstander not to exceed the prescribed firing rate or the maximum superheater outlet temperature limits, in accordance with NSWCCD guidelines. The watchstander shall be alerted to correct fuel oil pressure after lighting off an additional burner.

20.4.9.2 **Shifting Automatic Boiler Control from Remote Manual to Automatic (CP NO. COMA).** COMA shall address the sequential steps required to shift ABC from remote manual and remote manual one knob control to automatic. The procedure shall include guidance for dividing the steam load between two boilers in the same space; for shifting a second ,forced draft blower to automatic when required; and shifting feedwater control from ,emote manual to automatic. The section on feedwater control shall address the correct steps to be taken whether the automatic signal is higher or lower than the manual signal. A NOTE in the shifting ABC section shall indicate when ABC is in remote manual one knob control The operating section of the procedure shall contain NOTES relative to maintaining equal combustion rate with two boilers in operation; action to be taken for blowing tubes; lighting off additional burners; and cutting out burners.

20.4.9.3 **Shifting Automatic Boiler Controls from Automatic to Remote Manual (CP NO. COAM).** COAM shall address the console sequential steps required to shift the ABC from automatic to remote manual or remote manual one knob control. NOTES shall address the requirements for maintaining steam drum pressure at on-line pressure; controlling the division of steam load and equalization of burners when steaming two boilers in the same space prior to shifting ABC to remote manual one knob control; and maintaining normal steam drum water level when in remote manual control.

20.4.9.4 **Securing (CP NO. COS).** COS shall include the sequential steps for ensuring that all console control stations are in remote manual (the "actual" transfer switch position shall be specified) and reducing all manual signals to the minimum position (the indicator to be observed and the "actual" minimum signal shall be specified).

20.4.10 **Steam System CPs** to be provided and the detailed requirements for each CP are as follows:

20.4.10.1 **Aligning Steam Drain Valves (CP NO. ASDV)**. This is a standard general procedure that applies to all steam system drains. The procedure does not refer to valve numbers; however, it provides the safest sequence of steps for aligning and shifting all steam drain valves. The procedure shall include sections for: ALIGNING DRAINS TO THE FRESHWATER DRAIN MAIN/BILGE; SHIFTING DRAINS FROM FRESHWATER DRAIN MAIN/BILGE TO HIGH-PRESSURE DRAIN MAIN; and SHIFTING FROM HIGH-PRESSURE DRAIN MAIN TO FRESHWATER DRAIN MAIN/BILGE. This procedure shall be included in the EOP manuals for all watch areas where steam drains must be aligned and shifted and will continue to be the standard procedure. For those CPs which require the inclusion of detailed steps for aligning and shifting steam drains, the sequence shall be the same as this procedure and the specific detail added to reflect the actual drain system.

20.4.10.2 Steam Reducers and Augmenting Steam Reducers. A separate CP shall be developed for each steam reducer and augmenting steam reducer with a different service rating, i.e., 1200/600 PSI, 600/150 PSI, 1200/12 PSI, 150/14 PSI, 150/50 PSI, etc., provided the reducer is essential to propulsion plant operations. When a steam reducer or an augmenting steam reducer supplies steam to only one component, i.e., distilling plant; it shall be covered as part of the procedure for the component. When two or more reducers or augmenters have the same service rating but require different sequential steps, a separate CP shall be developed for each reducer. When the sequential steps for two or more reducers or augmenters having identical service ratings are identical except for valve numbers, only one CP shall be developed provided the number of columns required to indicate valve numbers does not exceed three.

20.4.10.3 **Steam Reducer Alignment.** The CP for a steam reducer or an augmenting steam reducer shall refer to an alignment diagram and shall include, as a minimum, three sections: PLACING IN OPERATION; OPERATING; and SECURING. Additional sections that may be required are: PLACING IN OPERATION (SYSTEM PRESSURIZED); ALIGNING FOR OPERATION (BACK FLOW, HOT); and PLACING IN OPERATION (BACK FLOW, HOT). The detailed requirements for each of these sections are as f allows:

20.4.10.3.1 **Placing in Operation** shall include all sequential steps required to: place the reducer in operation from a completely secured condition, including the in-line desuperheater; ensuring air supply to the pilot; providing for the proper warm-up of the reducer; and specifying the reducer outlet pressure and temperature.

20.4.10.3.2 **Placing in Operation (System Pressurized)** shall include the sequential steps for placing the reducer in operation when the system to which it supplies steam is being supplied from another reducer. The outlet pressure for which the reducer is adjusted shall be higher (usually 5 psi higher is sufficient) than its normal operating pressure to ensure the reducer is operating properly. This section shall also include a step for lowering the reducer outlet pressure when the proper conditions exist, i.e., off going reducer secured, steam system being supplied is split, etc.

20.4.10.3.3 **Aligning for Operation (Back Flow, Hot)** shall include the sequential steps required to allow steam to flow from the downstream side of the reducer to the upstream side. Inclusion of the section in a reducer CP shall be limited to those reducers where back flow is required for the operation of a major piece of equipment, e.g., the forced draft blower, for ease of plant lightoff. When the reducer is air pilot operated, a CAUTION shall be included to ensure that the downstream pressure during back flow does not exceed normal outlet pressure.

20.4.10.3.4 **Placing in Operation (Back Flow, Hot)** stall include the sequential steps for placing a reducer, which is aligned for back flow, in normal operation.

20.4.10.3.5 **Operating** shall include the minimum and maximum outlet pressure and the minimum and maximum outlet temperature for a steam reducer or the pressure at which an augmenting steam reducer starts to open and the pressure at which it is fully open. Also included for a steam reducer shall be the actions required to increase and r' crease the outlet pressure for a reducer on the line.

20.4.10.4 **Securing a Steam Reducer.** Securing a steam reducer and an augmenting steam reducer shall not include steps for securing supply air to the pilot controller, but shall include all other steps for securing. Additional requirements for securing are as follows:

20.4.10.4.1 **Reducing Outlet Pressure.** For steam reducers that are redundant and can be shifted, the first step under securing shall be to slowly reduce outlet pressure to approximately 5 psi below normal outlet pressure and ensure oncoming reducer is operating properly prior to securing.

20.4.10.4.2 **In-line desuperheater.** For a steam reducer with an in-line desuperheater, a CAUTION shall be included relative to shutting the steam inlet valve before shutting the desuperheater water supply valve.

20.4.10.4.3 **Shutting the Steam Inlet Valve.** When securing any reducer, the steam inlet valve shall be shut first, then the outlet valve. This allows the reducing valve to go to its wide open position and prevents condensate from being trapped in the valve internals.

20.4.10.4.4 **Mechanical Steam Reducer.** For a mechanical steam reducer, all spring tension on the reducer shall be relieved as part of securing.

20.4.11 **Ships Whistle (CP NO. SW).** SW shall refer to an alignment diagram and shall include sections for Aligning for Operation and Securing.

20.4.11.1 **Aligning for Operation** shall align drains, first to the freshwater drain main, then shift to the DFT as a "When ordered" step.

20.4.11.2 **Securing Fresh Water Drains.** Securing shall shift drains to the freshwater drain main, then secure the drains to the freshwater drain main when all condensate has been expelled.

20.4.12 **Feed System.** The CPs to be provided and the detailed requirements for each CP are as follows:

20.4.12.1 **Turbine-Driven Main Feed Pump (CP No. MFPT)** shall include sections for: PREPARING FOR OPERATION; STARTING; OPERATING; STOPPING; STOPPING DURING A CASUALTY; and STARTING AFTER A CASUALTY. The detailed requirements for each of these sections are as follows:

20.4.12.2 **Preparing for Operation** shall include those steps required for preparing the pump for operation without the use of steam.

20.4.12.3 **Starting** shall address the sequential steps for starting and placing the pump in full automatic operation, and shall include NOTES to: indicate the point in the start up sequence when the pump is in "local manual standby status"; indicate the point in the start up sequence when the second or third pump is in "operating standby status"; indicate the differential-pressure to be maintained between feed pump discharge and steam drum or the constant pump discharge pressure required. It shall also include a CAUTION relative to steam drum pressure required for placing the feed pump controls in automatic.

20.4.12.4 **Operating** shall include a CAUTION relative to bearing lube oil outlet temperature and temperature rise across the bearings, a WARNING relative to excessive vibration and/or noisy operation, design operating data, and the applicable on-line operational NOTE .

20.4.12.5 **Stopping** shall include the sequential steps for normal stopping of the pump.

20.4.13 **Deaerating Feed Tank (CP NO. DFT).** The CP for the DFT shall address the sequential steps required for the following evolutions: ALIGNING FOR RECIRCULATION DURING WARMUP; PLACING IN OPERATION; OPERATING; SECURING FROM RECIRCULATION; ALIGNING FOR RECIRCULATION DURING OPERATION; and SECURING. The detailed requirements of these sections are as f allows:

20.4.13.1 **Aligning for Recirculating During Warmup** shall address the sequential steps for: verifying and establishing (raising and lowering) DFT water level; aligning the DFT for recirculating; and aligning and starting the reserve feedwater transfer pump or auxiliary main feed booster pump, where applicable for recirculating. The reserve feedwater transfer pump, if installed, shall be addressed. The steps required to operate a pump shall be the same as those addressed on that pump's individual CP. The procedure shall contain a CAUTION, before the applicable action steps, relative to filling a DFT with cold feedwater when the DFT is hot. The procedure shAI1 also contain the standard CAUTIONS relative to operating the reserve feedwater transfer pump and ensuring the gland exhaust condenser is in operation prior to shifting the three-way vent valve.

20.4.13.2 **Placing in Operation** shall address the sequential steps required for placing the DFT into normal online operation. A CAUTION shall precede all action steps relative to ensuring the auxiliary exhaust inlet valve is open prior to opening the condensate inlet valve.

20.4.13.3 **Operating** shall address the design operating data for the DFT during operation. WARNINGS shall precede the design operating data relative to filling the DFT when hot and changes to OFT water level during operation.

20.4.13.4 **Securing from Recirculating** shall address the sequential steps required to stop the reserve feedwater transfer pump (or auxiliary main feed booster pump, where applicable) and secure the recirculating alignment.

20.4.13.5 **Aligning for Recirculating During Operation** shall address the sequential steps required to align and start the reserve feedwater transfer pump (or auxiliary main feed booster pump, where applicable) for DFT recirculating while the DFT is in operation.

20.4.13.6 **Securing** shall address the sequential steps required for securing the DFT from operation, securing the recirculating alignment and stopping the reserve feedwater transfer pump (or auxiliary main feed booster pump, where applicable). Prior to any securing steps, the procedure shall direct the watchstander to ensure the condensate inlet valve is shut.

20.4.14 **Gland Exhaust Condenser (CP NO. GEC).** GEC shall refer to a CD, and contain sections for: PLACING IN OPERATION; OPERATING; and SECURING. The procedure shall address the sequential steps for: aligning for operation; shifting the drains from the bilge to the freshwater drain main when the drains are acceptable in accordance with NSTM Chapter 220; design operating data; and sequential steps for securing.

20.4.15 **Motor-Driven Main Peed Booster Pump (CP NO. MPBM).** MPBM shall contain sections for: STARTING; OPERATING; STOPPING; and STOPPING AND PLACING IN STANDBY STATUS (COLD SUCTION). The procedure shall address the sequential steps required for aligning and starting; stopping and securing; stopping and aligning the pump for cold suction, standby status; and the design operating data of the motor-driven main feed booster pump(s).

20.4.15.1 **Placing the Motor-Driven Main Feed Booster Pump in Standby (CP NO. MOBS)**. MOBS shall contain the sections for: PLACING IN STANDBY STATUS WITH SUCTION FROM DFT; PLACING IN STANDBY STATUS WITH SUCTION FROM EMERGENCY FEEDWATER TANK; SECURING FROM STANDBY STATUS WITH SUCTION FROM DFT; and SECURING FROM STANDBY STATUS WITH SUCTION

FROM EMERGENCY FEEDWATER TANK. The procedure shall address the sequential steps required for aligning the motor-driven main feed booster pump(s), for automatic start standby status when suction is aligned to the DFT, and manual start standby status when suction is aligned to the emergency feedwater tank. The procedure shall include the sequential steps required for securing both these alignments.

20.4.15.2 **Testing of Motor-Driven Main Peed Booster Pumps (CP NO.** MFTB) shall address the sequential steps required for testing the automatic start features (if installed) of the pumps and the booster pump discharge header low-pressure alarm. A CAUTION shall precede all do steps relative to not performing this procedure when a main feed pump is in operation.

20.4.15.3 **Turbine Driven Main Peed Booster Pump (CP NO. MFBT).** MFBT shall contain sections for: STARTING; OPERATING; STOPPING; STOPPING DURING A CASUALTY; and STARTING AFTER A CASUALTY. The procedure shall address the sequential steps required for aligning and starting, stopping and securing, and the minimum steps required for stopping the pump during a casualty and restarting the pump after a casualty. The operating section shall include the design operating data on the pump and the do steps required during operation. A CAUTION shall address the limits on lube oil temperature during operation that pertains to installed MFBPs configuration.

20.4.16 **Oil Heating Drain Inspection Tank (CP NO. OHIT).** OHIT shall contain sections for: PLACING IN OPERATION; OPERATING; and SECURING. The procedure shall address the sequential steps required for aligning the tank for operation and aligning the drains to the DFT, freshwater drain main, or bilge. The operating section shall address the actions required when contamination is observed, and a CAUTION relative to using unacceptable shore steam for oil heating. The securing section shall address the sequential steps for draining and securing the tank.

20.4.17 **Fuel Oil System** detailed requirements for each CP are as follows:

20.4.17.1 **Duplex Fuel Oil Strainer (CP NO. FODS).** The duplex fuel oil strainer procedure shall contain sections for: INSPECTING AND CLEANING (SYSTEM NOT PRESSURIZED); PRESSURIZING AND TESTING; OPERATING; and SHIFTING (SYSTEM PRESSURIZED). Preprocedural NOTES shall address the diagram to be used in conjunction with the procedure and the requirements for strainer vents, drains, and the oil deflection cover. The requirements for the procedural sections are as follows:

a. **Inspecting and Cleaning 0;ystem Not Pressurized)** shall address all the sequential steps required to drain, open, inspect, clean, and close the fuel oil strainer. WARNING shall precede all do steps relative to not inspecting and cleaning fuel oil strainers with the system pressurized and not leaving an open strainer unattended. The procedure shall direct the watchstander to remove and inspect the cap gasket prior to removing the basket. A WARNING relative to wearing a face shield when using low-pressure air shall be included. The strainer basket shall be reinstalled prior to reinstalling the cap gasket. A CAUTION shall alert the watchstander to ensure the strainer cap is properly seated. A WARNING shall be included relative to ensuring that strainer drain and vent valves are shut and caps are properly seated after both strainers have been cleaned.

b. **Pressurizing and Testing** shall address the sequential steps required to pressurized, vent, and test the cleaned fuel oil strainers. The WARNING in this section shall alert the watchstanders to stop the fuel oil pump immediately if leakage is detected, to retighten the shift level locking device if a leak is detected when released, and not to shift to an

idle strainer if a leak is detected. The procedure shall direct the watchstander to observe and record the clean strainer differential-pressure of both strainers.

c. **Watchstander Actions.** OPERATING section shall address the watchstander actions for monitoring the fuel oil strainers for leakage and changes in differential-pressure. A WARNING shall be included directing the watchstander not to inspect and clean the fuel oil strainers under pressure. A CAUTION shall alert the watchstander that a sudden decrease in differentialpressure indicates a failure of the strainer basket.

d. **Shifting (System Pressurized)** shall address the sequential steps for shifting the fuel oil strainer operation from one basket to another. WARNINGS shall direct the watchstander not to inspect and clean fuel oil strainers under pressure; that both strainers are pressurized when the shift level locking device is released; and not to shift to an idle strainer if a leak is evident.

20.4.18 **Motor-Driven Fuel Oil Service Pump (CP NO. FOPM)**. The port-use motor-driven fuel oil service pump procedure shall contain sections for:

a. **Starting** shall address the sequential steps required for aligning the fuel oil pump for operation. A WARNING relative to being prepared to stop the pump in the event of fuel oil strainer leakage, and a CAUTION relative to the pump not being operated in a no-flow condition for more than three minutes shall be included.

b. **Operating shall** address the design operating data of the pump. A WARNING shall direct the watchstander of the action required if fuel oil temperature exceeds the prescribed limits.

c. **Stopping shall** include an initial WARNING relative to ensuring that when a boiler is operating, another fuel oil service pump is operating before stopping the motor-driven pump. Pump suction and discharge valves shall not be shut until the pump stops rotating.

20.4.19 **Turbine Driven Fuel Oil Service Pump (CP NO. FOPT).** FOPT shall contain sections for: STARTING; OPERATING; STOPPING; STOPPING DURING A CASUALTY; and STARTING AFTER A CASUALTY. The procedure shall address the sequential steps required for: aligning and starting; stopping and securing; the minimum steps required for stopping during a casualty; and restarting the pump after a casualty. The operating section shall contain the design operating data of the pump and WARNING relative to the actions required by the watchstander if fuel oil temperature exceeds the prescribed limits, and specifying the lube oil temperature and CAUTIONS addressing lube oil temperature limits that pertain to the installed pump configuration and that address the time limit for operating a fuel oil pump in a no-flow condition.

20.4.20 **Placing a Fuel Oil Service Pump in Standby Status (CP NO. FOPS).** FOPS shall contain sections for: PLACING IN STANDBY STATUS; STARTING FROM STANDBY STATUS; SECURING TO STANDBY STATUS and SECURING. The procedure shall address the sequential steps required to align and place a fuel oil service pump in standby status; start the pump from standby status; secure from operation back to standby status; and then secure the pump when no longer required. The sequential steps for placing in standby status and starting shall be consistent with the procedure for starting of a fuel oil service pump. The section for placing in standby status shall include sequential steps for rotating the pump momentarily to ensure that it is free to move. Applicable CAUTIONS relative to time limits for operating in a no-flow condition and lube oil temperature limits shall be included.

20.4.21 **Combustion Air Supply System.** The CPs to be provided and the detailed requirements for each CP are as follows:

20.4.21.1 **Motor-Driven Forced Draft Blower (CP NO. FDBM).** FDBM shall contain the following sections for: STARTING; OPERATING; and STOPPING. The procedure shall address the sequential steps required to unlock and open air shutters, report air shutters are open, when required start the blower, monitor during operation, shut and lock the air shutters, report air shutters shut and locked and when required stop the blower. There shall be CAUTIONS relative to stopping the blower immediately if unusual noise or vibration occurs and shutting and locking of air discharge shutters should be performed immediately prior to stopping blower.

20.4.22 **Turbine-Driven Forced Draft Blower (CP NO. FDBT).** FDBT shall contain sections for: PREPARING FOR OPERATION; STARTING; OPERATING; STOPPING; STOPPING DURING A CASUALTY; and STARTING AFTER A CASUALTY. The procedure shall address the sequential steps required for preparing the turbine-driven blower for operation; starting the blower when steam is available; stopping and securing the blower; and the minimum steps required for stopping the blower. during a casualty and then restarting the blower after a casualty. The OPERATING section of the procedure shall address the design operating data and the watchstander monitoring actions required during operation. A CAUTION in the procedure shall direct the watchstander never to leave an open filter/strainer basket unattended. A CAUTION in the STARTING section shall alert the watchstander to ensure the motor-driven forced draft blower air discharge shutters are shut and locked to prevent windmilling of the blower.

20.4.23 **Compressed Air Systems.** CPs for the various compressed air systems in the engineering propulsion plant and the detailed requirements for each CP are as follows:

20.4.23.1 **Air Compressors.** Individual CPs shall be developed for the compressor that provides the primary source of compressed air for the control air system and all compressors that provide any backup supply of compressed air to control air system. In addition, CPs shall be developed for the high-pressure and prairie masker air compressors regardless of whether they provide backup or not. The CPs for all compressors shall be titled to reflect their actual shipboard designation, i.e., low-pressure air compressor, control air compressor, vital/nonvital air compressor, etc. The CPs for all but the prairie masker air compressor, shall include sections for: STARTING; OPERATING; and STOPPING. The CP for the prairie masker air compressor shall include sections for: STARTING; PLACING IN STANDBY; OPERATING; STOPPING; STOPPING DURING A CASUALTY; and STARTING AFTER A CASUALTY.

20.4.23.2 **Sequential Steps.** The procedures shall address the sequential steps required for aligning and starting, stopping and securing, and the minimum steps required for stopping the turbine-driven compressors after a casualty. The OPERATING section of the procedure shall address the individual compressor design operating data and the watchstander actions and monitoring required during operation.

20.4.23.3 **Air Compressor Operation.** The procedure shall address the various operating modes of the air compressors, specifying the controlling parameters that affect the compressor operation.

20.4.23.4 **Dehydrator and Receiver.** The air compressor's CPs shall address the air compressor, dehydrator, and air receiver up to and including the air receiver discharge line stop valve.

20.4.24 **Auxiliary Machinery Cooling Water System (CP NO. ACWS).** Normally, the auxiliary machinery cooling water system shall be aligned and secured and the cooling water pump started, operated and stopped in an SP. However, when the auxiliary machinery cooling water system contains more than one cooling water pump and/or has a cooling water reducer capable of supplying emergency (backup) cooling water to the system, a separate CP shall be developed to address the cooling water pump and/or emergency cooling water reducer. The auxiliary machinery cooling water pump procedure shall contain sections for: STARTING; OPERATING; and STOPPING. The procedure shall address the sequential steps required for starting and stopping of the pump, and the design operating data applicable to the pump. The auxiliary cooling water reducer procedure shall contain sections for: PLACING IN OPERATION; OPERATING; and SECURING, and shall address the sequential steps to perform these actions.

20.4.25 **Main Engine Throttle; (CP NO. METT)**

20.4.25.1 **Testing of the Main Engine Throttles.** The testing of the main engine throttles procedure shall address the sequential steps required for testing of the main engine throttles through their full limit of operation with no steam on the main engine. The procedure shad direct the watchstander to operate the throttles through the full limit of travel, from all throttle operating stations, and to test the wrong direction alarm. A CAUTION shall direct the watchstander to ensure the main engine guarding valve and warm up/bypass valve is shut.

20.4.26 **Testing of the Engine Telegraph and Engine Revolution Indicator (CP NO. MEOT).** The testing of the engine order telegraph (EOT) and engine revolution indicator (ERI) procedure shall address the sequential steps required for testing and verifying the engine order telegraph and engine revolution indicator "Order" and "Answer" pointers between the ordering and answering stations. Separate CPs shall be developed for testing of the EOT and ERI when testing requirements are different at each operating station.

20.4.27 **Testing, Spinning and Securing of Main Engine (CP NO. METS).** The testing, spinning and securing of the main engine procedure shall contain sections for: TESTING; SPINNING (WARMUP); and SECURING. The detailed requirements for each section are as follows:

20.4.27.1 **Testing** shall address the sequential steps required for: ensuring the jacking gear is disengaged; opening of the astern and ahead throttles; testing the engine; and observing shaft rotation. A CAUTION shall direct the watchstander to exercise close control on the shaft revolutions to prevent the shaft speed from exceeding 5 rpm and putting way on the ship.

20.4.27.2 **Spinning (Warmup)** shall address the sequential steps for spuming and warming up of the ahead and astern turbines. CAUTIONS shall precede all do steps in the section relative to not allowing the turbine to remain idle longer than three minutes to prevent bowing the rotor; and to spin for a minimum of 15 minutes or a period of time as specified in applicable technical manual, continuously changing the direction of the spinning to keep both ahead and astern turbines warmed and never exceed 5 RPM on the shaft speed to prevent putting way on the ship.

20.4.27.3 **Securing** shall address the sequential steps required to drain the main engine main steam line when the guarding valve is shut, shut the throttles, and install the throttle locking device. A CAUTION shall alert the watchstander not to permit the main engine shaft to rotate when draining the main steam line.

20.4.28 **Main Engine.** The main engine CPs to be developed and the detailed requirements for each CP are as follows:

20.4.28.1 **Determining Turbine Rotor Position (Hot and Cold) (CP NO. METR).** The determining turbine rotor position procedure shall address the sequential steps for determining the turbine rotor position both when the turbine is cold and hot. A CAUTION in the cold section of the procedure shall address the normal and maximum limits of gauge pointer deflection. A CAUTION in the hot section shall alert the watchstander not to use excessive force when determining rotor position to prevent damage to the rotor position indicator spindle.

20.4.29 **Main Engine Jacking Gear (CP NO. MEJG).** The main engine jacking gear procedure shall contain sections for: DISENGAGING LOCKING DEVICE AND STARTING; STOPPING AND DISENGAGING; ENGAGING AND STARTING; and STOPPING AND ENGAGING LOCKING DEVICE. The detailed requirements for each section are as follows:

20.4.29.1 **Disengaging Locking Device and Starting** shall address the sequential steps required for disengaging the jacking gear locking spline or brake, and starting the jacking gear motor. The CAUTION relative to ensuring main engine lubricating oil system is in operation shall precede all do steps.

20.4.29.2 **Stopping and Disengaging** shall address the sequential steps required for stopping the jacking gear motor and disengaging the jacking gear.

20.4.29.3 **Engaging and Starting** shall address the sequential steps required to ensure the throttles are shut and locked; engage the jacking gear; and to start the jacking gear motor. A CAUTION shall precede all do steps relative to ensuring the main engine lubricating oil system is in operation and oil flow is observed in all sight flow indicators.

20.4.29.4 **Stopping and Engaging Locking Device** shall address the sequential steps required for stopping the lacking gear motor, and engaging the jacking gear locking spline or brake.

20.4.30 **Main Engine Turbine Drums (CP NO. METD).** METD shall refer to a CD and contain sections for: ALIGNING FOR WARMUP; ALIGNING FOR MANEUVERING; ALIGNING FOR OPERATION; and SECURING. The procedure shall address the sequential steps for aligning the main engine main steam line and turbine drains for initial warm-up; shifting drains for maneuvering; shifting drains for underway operation; shifting drains for securing; and securing drains after cooled of the turbine casing.

20.4.31 **Gland Sealing System (CP NO. MEGS).** MEGS shall contain sections for: ALIGNING; OPERATING; and SECURING. The procedure shall refer to a CD and address the sequential steps required for aligning and placing in operation, operating, and securing of the main engine gland sealing steam system. A CAUTION shall direct the watchstander not to admit gland sealing steam to a stationary turbine.

20.4.32 **Main Air Ejectors (CP NO. MEAJ).** MEAJ shall contain sections for: PLACING IN OPERATION; OPERATING; SHIFTING UNITS; and SECURING. The procedure shall refer to a CD and address the sequential steps required to place the unit into operation; shift from one operating unit to another while maintaining vacuum; and secure the unit when no longer required. The operating section shall address the design operating data of the unit. When required, the procedures shall address the gland exhauster fan.

20.4.33 **Main Vacuum Pump (CP NO. MVPM).** MVPM shall contain sections for: STARTING; OPERATING; SHIFTING UNITS; and SECURING. The procedure shall address the sequential steps required to start the pump; shift from one pump to the other while maintaining vacuum; and stop the pump when no longer required. The OPERATING section shall address the design operating data of the unit. When required, the procedure shall address the gland exhauster fan.

20.4.34 **Main Condenser** The main condenser CPs to be developed and **the detailed** requirements for each CP are as follows:

20.4.34.1 **Main Circulating Water Pump, Motor or Turbine-Driven** (CP NO. MCCT). MCCT contain sections for: STARTING; OPERATING; and STOPPING. The procedure shall address the sequential steps required for aligning and starting, and stopping and securing of the main circulating water pump and main circulating water system for the main condenser. The OPERATING section for both procedures shall address the design operating data for the pump. The OPERATING section for turbine-driven pumps shall address CAUTIONS relative to the lube oil temperature operating limits and the sequential steps required for securing the pump to a standby status and starting from a standby status. The procedure shall address the limiting ship speed that establishes the requirements for operation of the pump. The turbine-driven main circulating water pump is normally operated by securing to a standby status and starting from a standby status, therefore, no sections for stopping during a casualty and starting after a casualty are required.

20.4.35 **Main Condensate Pump, Motor - Driven (CP NO**. MCPM). MCPM shall contain sections for: STARTING; OPERATING; STOPPING; PLACING IN STANDBY STATUS; STARTING FROM STANDBY STATUS; SECURING TO STANDBY STATUS; and SECURING FROM STANDBY STATUS. The procedure shall address the sequential steps required for aligning and starting; stopping; placing the pump in a standby status; starting the pump from a standby status; stopping the pump and placing it back in standby status; and securing the pump from standby status. The OPERATING section shall address the design operating data for the pump. A CAUTION in the STARTING and STARTING FROM STANDBY STATUS sections shall alert the watchstander to open the pump discharge valve slowly and that rapid filling of DFT may cause Repressurization of the DFT.

20.4.36 Main Condensate Pump, Turbine Driven (CP NO. MCPT). MCPT shall contain sections for: STARTING; OPERATING; PLACING IN STANDBY STATUS; STARTING FROM STANDBY STATUS; SECURING TO STANDBY STATUS; SECURING FROM STANDBY STATUS; STOPPING; STOPPING DURING A CASUALTY; and STARTING AFTER A CASUALTY. The procedure shall address the sequential steps required for aligning and starting; placing in standby; starting from standby; securing to standby; securing from standby; stopping; stopping during a casualty; and starting after a casualty of the turbine-driven main condensate pump. The OPERATING section shall address the design operating data for the pump. CAUTIONS in the OPERATING, STARTING FROM STANDBY STATUS, and

STARTING AFTER A CASUALTY sections shall alert the watchstander to the lube oil temperature operating limits and to open the pump discharge valve slowly

20.4.37 **Auxiliary Exhaust Unloading Valve (CP NO. AEUV).** AEUV shall contain sections for: PLACING IN OPERATION; OPERATING; SHIFTING; and SECURING. The procedure shall address the sequential steps required for placing an auxiliary exhaust unloading valve in operation aligned to either the main condenser or auxiliary condenser(s); shifting auxiliary exhaust alignment from the main to auxiliary condensers or from the auxiliary to main condenser; and securing the auxiliary exhaust unloading valve alignment.

20.4.38 **Freshwater Drain Collecting Tank (CP NO. FWT).** FWT shall contain sections for: ALIGNING DRAINS TO CONDENSATE SYSTEM USING PUMP; ALIGNING, USING CONDENSER VACUUM DRAG (EMERGENCY USE ONLY); ALIGNING LOW-PRESSURE DRAINS TO OVERBOARD DISCHARGE; SHIFTING FROM PUMP OPERATION TO CONDENSER VACUUM DRAG (EMERGENCY USE ONLY); SHIFTING PROM CONDENSER VACUUM DRAG TO PUMP OPERATION; SHIFTING LOW-PRESSURE DRAINS FROM DISCHARGING OVERBOARD TO FRESHWATER DRAIN TANK; SHIFTING FRESHWATER DRAINS FROM DISCHARGING TO CONDENSATE SYSTEM TO DISCHARGING OVERBOARD; SHIFTING FRESHWATER DRAINS FROM DISCHARGING OVERBOARD TO CONDENSATE SYSTEM; SECURING FRESHWATER DRAIN TANK FROM PUMP OPERATION; and SECURING FRESHWATER DRAIN TANK FROM CONDENSER VACUUM DRAG. The detailed requirements for each section are as follows:

a. **Aligns Drains to Condensate System Using Pump** shall address the sequential steps required for aligning the freshwater drain tank for operation and starting the freshwater drain pump discharging to the condensate system.

b. **Aligning, Using Condenser Vacuum Drag (Emergency Use Only)** shall address the sequential steps required for aligning the freshwater drain tank for operation with drains aligned for vacuum drag to the main or auxiliary condenser(s). This section of the procedure is for emergency use only.

c. **Aligning Low-Pressure Drains to Overboard Discharge** shall address the sequential steps required for aligning the low-pressure drains overboard through an approved overboard piping system (where applicable) or through a hose run from the drain system over the side of the ship. Only approved discharge alignments shall be addressed.

d. **Shifting from Pump Operation to Condenser Vacuum Drag (Emergency Use Only)** shall address the sequential steps required for shifting the drains from discharging to the condensate system with the freshwater drain pump to vacuum drag to the main or auxiliary condenser(s). The procedure shall address stopping the pump when the drains are shifted. This section is for emergency use only.

e. **Shifting from Condenser Vacuum Drag to Pump Operation** shall address the sequential steps required for aligning and starting the freshwater drain pump discharging to the condensate system and securing the drain alignment for vacuum drag to the main or auxiliary condensers.

f. **Shifting Low-Pressure Drains from Discharging Overboard to Freshwater Drain Tank** shall address the sequential steps required for securing the low-pressure drains from discharging overboard, securing the overboard alignment (hose or approved installed piping system) and aligning the drains to the freshwater drain tank.

g. **Shifting Freshwater Drains from Discharging to Condensate System to Discharging Overboard** shall address the sequential steps required for shifting the

freshwater drains from discharging to the condensate system to discharging overboard with the freshwater drain pump. The procedure shall address overboard discharge through the reserve feed transfer system or through a separate installed and approved discharge connection, where applicable, dependent on individual ship configuration.

h. **Shifting Freshwater Drains from Discharging Overboard to Discharging to Condensate System** shall address the sequential steps required for securing the freshwater drain alignment overboard and aligning the freshwater drains discharging to the condensate system with the freshwater drain pump.

i. **Securing Freshwater Drain Tank from Pump Operation** shall address the sequential steps required to stop the freshwater drain pump and secure the freshwater drain tank alignment.

j. **Securing Freshwater Drain Tank from Condenser Vacuum Drag** shall address the sequential steps required to secure the vacuum drag alignment to the main or auxiliary condenser and securing the freshwater drain tank alignment.

20.4.39 **Ship Service Turbogenerators (CP NO. TG).** TG shall contain sections for: PREPARING FOR OPERATION; STARTING; OPERATING; STOPPING, STOPPING DURING A CASUALTY; and STARTING AFTER A CASUALTY. The procedure shall address the sequential steps required for preparing the turbogenerator for operation; drawing a **vacuum on and starting the** turbogenerator; stopping and securing the turbogenerator and all support auxiliaries; stopping the turbogenerator in a casualty and bringing it to a temporarily secured status; and then restarting the turbogenerator from this temporarily secured status. The OPERATING section shall address the design operating data for the turbogenerator. The emergency trip shall be tested for proper operation prior to starting, and upon each initial rotation. In addition, the unit shall be secured by using the emergency trip to shut the throttle valve.

20.4.40 **Distilling Plant (CP NO. EV).** EV shall contain sections for: PLACING IN OPERATION; OPERATING; and SECURING. The procedure shall address the sequential steps required for aligning, starting all support auxiliary equipment and placing the distilling plant in operation, and then securing the auxiliary plant and all support auxiliary equipment. The OPERATING section shall address the design operating data for the distilling plant. The PLACING IN OPERATION section shall address placing feed treatment system in operation and when distilling to potable water tanks, placing the brominator/clorinator in operation. A CAUTION shall be included in the operating section relative to the temperature limit on the feed heater.

20.4.41 **Distilling Alignment (CP NO. WD).** WD A separate CP shall address the required steps to align for distilling to all shipboard water (fresh and feed) storage tanks.

20.4.42 **Lube Oil.** The lube oil CPs and detailed requirements for each CP are as follows:

20.4.42.1 **Main Lube Oil Pump, Motor-Driven (CP NO. LOPM).** LOPM shall address the sequential steps required for starting and stopping the motor-driven main lube oil pump. The OPERATING section shall address the design operating data for the pump. A CAUTION in the STOPPING section shall alert the watchstander to ensure that the main engine jacking gear is stopped before stopping the pump.

20.4.42.2 **Main Lube Oil Pump, Turbine-Driven (CP NO**. LOPT). LOPT shall address the sequential steps required for starting and stopping, stopping during a casualty and starting after

a casualty of the turbine-driven main lube oil pump. The OPERATING section shall address the design operating data for the pump. A CAUTION in the STOPPING section shall alert the watchstander to ensure the main engine jacking gear is stopped before stopping the pump. A CAUTION in the OPERATING section shall alert the watchstander to monitor lube oil system temperature limits.

20.4.42.3 **Main Lube Oil Pumps, Testing Automatic Start Features (CP NO. LOTP).** LOTP shall address the sequential steps required for testing the automatic start features of the turbine-driven and motor driven main lube oil pumps. The sequence of steps shall minimize the pump starts required to complete the tests and be consistent with PMS testing lube oil low pressure alarms and lube oil automatic unloading valve should be included in C.P. NO. LOTP.

20.4.42.4 **Main Engine Lube Oil Cooler (CP NO. LOC).** LOC shall address the sequential steps required for placing in operation and securing of the main engine lube oil cooler.

20.4.42.5 Lube Oil **Strainers (Duplex) (CP NO. LODS).** LODS shall contain sections for: INSPECTING AND CLEANING; PRESSURIZING AND TESTING; OPERATING, SHIFTING, INSPECTION, AND CLEANING. The procedure shall address the sequential steps required for draining, opening, inspecting, cleaning, and closing of the lube oil strainers when the system is not pressurized; filling pressurizing and testing of the lube oil strainers for leaks; and shifting, opening, inspecting, cleaning, closing and testing for leaks when the lube oil system is pressurized. The OPERATING section shall address the design operating data for the strainers, the frequency that cleaning is required,, and the parameters to be monitored by the watchstander. The same CAUTIONS and WARNINGS as addressed in the Fuel Oil Strainer CP NO. FOS shall be addressed in the lube oil strainer procedure regarding, shifting to an idle strainer, sudden decrease in differential pressure, wearing a face shield while cleaning strainer basket with low pressure air, not leaving an open strainer unattended and ensuring the strainer cap is properly seated.

20.4.42.6 **Lube Oil Heater (CP NO. LOH).** LOH shall address the sequential steps required for aligning and placing in operation, preceded by a CAUTION relative to ensuring there is lube oil flow through the heater, and securing of the lube oil heater. This procedure is intended to address heating main engine lube oil to 90°F prior to operation when sump lube oil temperature is less than 90°F. A CAUTION shall alert the watchstander that lube oil temperature leaving the heater must never exceed 180°F.

20.4.43 **Miscellaneous CPs** shall be developed for equipment/systems that are propulsion related but may not be tied directly to the engineering propulsion plant and the detailed requirements for each CP are as follows:

20.4.43.1 **Fire Pump (CP NO. FFPT, FFPM).** FFPT and FFPM shall address the sequential steps required for starting, operating, and stopping, stopping during a casualty and restarting after a casualty (for turbine-driven only) on the fire pumps in the engineering propulsion plant. The procedure shall address the alignment of the pump up to and including the pump line stop valve to the firemain.

20.4.43.2 **Stern Tube Cooling and Sealing Water System (CP NO. STCW).** STCW shall address the sequential steps required for aligning, operating, and securing of the stern tube cooling water system from the source of cooling water through and including the applicable

discharge and drain valves. There shall be a preprocedural NOTE indicating the diagram to be used in conjunction with the CP.

20.4.43.3 **Fin Stabilizers (CP NO. FSTB).** FSTB shall address the sequential steps required for aligning, operating, and securing of the fin stabilizers.

20.4.43.4 **Auxiliary Boilers (CP NO. BAB).** BAB shall be developed for the alignment, operation, and securing of all auxiliary (donkey) boilers. All support, feed, control and associated drainage systems shall be addressed. Separate procedures shall address any special layup, cleaning or blowdown procedures that may be required.

20.4.43.5 **Emergency Generators (CP NO. EDAO, ETHO).** EDAO and ETHO shall be developed to align for standby, operating, stopping to standby, and securing from standby of all emergency generators, both diesel and gas-turbine driven. The procedure shall address all support and controlling systems applicable to the emergency generator. There shall be a preprocedural NOTE indicating the diagram to be used in conjunction with the CP.

20.4.43.6 **Emergency Switchboard (CP NO. ESAO).** ESAO shall align the switches and circuit breakers required for placing it in Standby for Automatic Operation and Securing.

20.4.43.7 **Steering Gear (CP NO. SG).** SG shall address the starting and testing of the steering gear, shifting from one mode of control to another, shifting steering gear units, and securing the unit. The procedure shall direct the watchstander to check the level of hydraulic oil, and alert him not to turn the rudder the full length of travel to avoid hitting the stops. There shall be a preprocedural NOTE indicating the diagram to be used in conjunction with the CP.

20.4.44 **Ship Service Switchboards** CPs shall be developed to address all phases of operation and all mode changes that affect the ship service electrical switchboards both on ship service electrical power and shore power. The following is a list of the minimum required switchboard procedures, however, each ship must be reviewed for its individual requirements.

20.4.44.1 **Shifting Electrical Load from Shore to Ship Power (CP NO. SSGT).** SSGT shall address shifting the ship's electrical load from shore power to ship power. CAUTIONS shall be included to alert the watchstander of any special requirements prior to shifting, such as electrical load being transferred across any single shore power breaker shall be ~ thin one ship service generator's capacity, and ship power and shore power shall never remain in parallel longer than is required to complete the transfer of electrical load. The watchstander shall also be alerted to the possibility of circulating currents occurring during the load transfer and a NOTE shall indicate the actions to be taken.

20.4.44.2 **Paralleling and Operating of a Ship Service Generator (CP NO. SSPG).** SSPG shall be developed to -address the paralleling of any one generator to the bus. When paralleling any ship service generator adjust generator frequency and voltage to equal the bus frequency and voltage, ensure the synchroscope is rotating slowly in the "FAST" direction and close the generator circuit breaker when the synchroscope pointer approaches the top vertical position and synchronizing lamps are dark. An OPERATING section shall include pertinent NOTES and equipment operational data.

20.4.44.3 **Removing Electrical Load (CP NO. SSGR).** SSGR shall address the actions required for removing the electrical load from a ship service generator. When the electrical load

has been removed, the watchstander shall ensure the generator heaters are energized, including generators with automatic heater controls.

20.4.44.4 **Paralleling Bus to Bus Tie and Energizing a Dead Bus (CP NO. SSBB)**. SSBB shall address the paralleling across bus tie circuit breakers as well as actions to energize a dead bus. This procedure shall assume the bus is energized by the ship service generator(s) or is not energized due to a casualty occurrence.

20.4.44.5 **Shifting Electrical Load from Ship to Shore Power (CP NO. SOPS).** SOPS shall be developed to address the shifting of the ship's electrical load from the ship service generator(s) to shore power. This procedure shall be developed to shift the electrical load with no loss of ship's electrical power whenever possible. The load being shifted should be within the shore power breaker's capacity. The watchstander shall be alerted that when the ship's electrical plant is to remain in parallel while being supplied from a shore power source all shore power cables shall be connected to a common power source and shall have the same phase rotation.

20.4.44.6 **Shore Power Cables: Rigging and Unrigging (CP NO. SPRU).** SPRU shall be developed to direct ships force in the correct procedures for rigging and unrigging of shore power cables. All safety checks and requirements shall be noted in the procedure and CAUTIONS shall be included to alert the watchstanders of any and all potential hazards. Rigging and unrigging of shore power cables shall be under the supervision of the ship's Electrical Officer or senior Electrician Mate The procedure shall include a WARNING to the watchstander never to rig or unrig energized or shore connected cables.

20.5 **Oil King Procedures** shall not address any oil or water testing procedures (NSTM, Chapter 220, Vol B). The Oil King section of the EOSS package shall consist of the following documents:

20.5.1 **Standard Notes for the Oil King (SNOK).** SNOK shall provide for strict adherence to the Clean Water Act and the latest Environmental Protection Requirements. The Commanding Officer's permission must be received prior to transferring any fuel oil, ballasting or deballasting of fuel oil tanks.

20.5.2 **Verification Required.** The Oil King shall personally make the initial alignment of any fuel oil transfer system evolution and the alignment shall be verified by two other persons, one which shall be an officer qualified in the engineering propulsion plant.

20.5.3 **Ships Loading Document.** Filling and emptying of all fuel oil storage and service tanks shall be in accordance with the ship's loading document.

20.5.4 **Water in Fuel Tanks.** Tanks shall be tested for the presence of water (thief sample) prior to being placed on suction, and any water detected shall be removed by stripping.

20.5.5 **Monitoring.** Continuous monitoring of fuel oil tanks and tank overflows shall be required whenever ballasting, deballasting, refueling, and defueling or transferring of fuel oil. All watchstanders shall be in communication with the Oil King prior to the evolution starting and shall not secure from watch stations until the evolution is completed.

20.5.6 **Sounding Tube Caps.** Care shall be used when removing sounding tube caps.

20.5.7 **Filling.** Extreme care must be used so as not to overstress fuel oil tanks when filling.

20.5.8 **Oil Spills.** An oil spill containment kit must be immediately available during all refueling/defueling operations.

20.5.9 **Gasfreeing Fuel Tanks.** When opening fuel oil tanks: No one shall be allowed to enter the tank until it is certified "gas-free" by a- gas-free engineer; there shall be no smoking or naked lights allowed in the vicinity of the tank; the use of open- lights, electrical or mechanical apparatus capable of sparking, shall not be permitted within 50 feet of a fuel hose, open tank, open sounding tube, vent or any area where fuel oil or fuel oil vapors may be present.

20.5.10 **Transferring Fuel** Transfer of fuel oil, shall be accomplished during daylight hours, when possible.

20.5.11 **Tank Status Charts (CP NO. TSDF).** TSDF shall be developed in accordance with appendix A.

20.6 **Oil King Operational Procedures (OPs)** shall be developed to provide the ship's Oil King with sequenced procedures for the performance of fuel oil handling evolutions. The procedures shall use the following guidelines. The procedures shall contain applicable NOTES, CAUTIONS and WARNINGS necessary to safely perform the required solutions. The first NOTE of each procedure shall read, "Observe all Standard Notes of the Oil King (SNOK)." The last NOTE shall indicate the optimum final condition of the plant upon completion of the procedure.

20.6.1 **First and Last Major Plant Phase Changes.** The first major plant phase change of each procedure shall be, VERIFY SYSTEM ALIGNMENT. In this section, the Oil King shall be directed to verify the fuel oil tank status, observe the liquid level indicators or sound fuel oil tanks, whichever is required, and indicate the fuel oil tank levels on the Think Status Chart. This section shall also refer the Oil King to the appropriate system diagrams to ensure all applicable cutout, manifold, and sluice valves are shut. The follow-on sections shall address all the actions and communications of the evolution. The last major plant phase change of each Oil King OP shall be to VERIFY TANK STATUS by monitoring the liquid level indicators or sounding the fuel oil tanks, whichever is required, and then indicating fuel oil tank levels on the Tank Status Chart. The OPs shall be developed so they address the required Tank Tables and CPs to be used together to accomplish a selected evolution.

20.6.2 **Minimum: Requirements.** Each ship shall be reviewed for individual requirements, and any addition or deletion of procedures from the following minimum list of OPs shall be submitted in writing to NSWCCD for approval, prior to submission of the package.

20.6.3. **Fuel Oil Refueling (OP NO. SRFO).** SRFO shall address refueling of the ship's fuel oil storage tanks from any refueling/defueling connection. Any refueling/defueling connection not in use shall be shut and flanged. A NOTE shall address maintaining ships stability.

20.6.3.1 **Fuel Oil Defueling (OP NO. SDFO).** SDFO shall address defueling of the ship's fuel oil storage and service tanks, in accordance with the ship's loading document, through any topside refueling/defueling connection. Any refueling/defueling connection not in use shall be shut and flanged. A NOTE shall address maintaining ship's stability. The system shall be

pressurized and tested prior to defueling. Some ship's configurations require transferring fuel oil from the fuel oil service tanks to the fuel oil receiving tanks prior to defueling overboard.

20.6.3.2 **Ballasting Fuel Oil Storage Tanks (OP NO. SBFT).** SBFT shall address the ballasting, with seawater, of the ship's fuel oil storage tanks. Storage tanks shall be stripped to minimum levels attainable prior to ballasting. Ballasting flow rates shall be controlled with the fuel oil storage tanks manifold valve.

20.6.3.3 **Deballasting Fuel Oil Storage Tanks (OP NO. SDFT).** SDFT shall address deballasting of the ship's fuel oil storage tanks with the engineering spaces main drainage system and eductors, through the fuel stripping system.

20.6.3.4 **Stripping fuel Oil Storage and Service Tanks (OP NO. SSST).** SSST shall address stripping, with the bilge and fuel oil tank stripping pumps, of all the ship's fuel storage and service tanks to the contaminated fuel oil settling tank, overboard to sea, or to overboard via the main deck hose connections. When stripping a fuel oil storage tank to be used for transferring fuel to the service tank, or a fuel oil service tank to be placed on suction, only 150-300 gallons shall be stripped at a time before retesting the fuel oil tank for the presence of water. A CAUTION shall address against stripping of the fuel oil tanks overboard inside coastal water limits. Tanks shall be stripped until bottom sediment and water requirements are within the limits of NSTM, Chapter 541.

20.6.3.5 **Transferring fuel Oil from Storage Tanks to Service Tanks (OP NO. SPSS).** SPSS shall address the transfer of fuel oil from any ship's storage tank to a service tank in the same designated group. Fuel oil shall not be transferred to a service tank on suction. The fuel oil system shall be pressurized and tested prior to transferring of fuel. A CAUTION shall be included addressing filling fuel oil service tanks to 95% capacity underway and 85% capacity in port.

20.6.3.6 **Stripping Contaminated Oil Tanks (OP NO. SCST).** SCST shall address the stripping of all ship's contaminated oil tanks via the overboard connection, or any main deck hose connection, and also aligning contaminated oil tank for receipt of contaminated oil. A CAUTION shall address against stripping of the contaminated oil tank overboard inside coastal water.

20.6.4 **Tank Tables (TT).** TTs shall be developed for, and used with, each evolution covered in the Oil King OPs. The TT shall indicate the valves that are required to be operated for each evolution. The first column shall indicate the common valves that must be aligned to complete the evolution, regardless of the tank(s) used. The individual tank isolation valves shall be listed under the tank number. The TT shall list all options for performing the evolution, i.e., forward/after riser, No. 1 or No. 2 fuel oil transfer pump, forward/after group, etc. The recommended TTs to be developed in accordance with the OPs for the Oil King section of each ship's EOSS package are as follows:

20.6.4.1 **Alignment far Fuel Oil Refueling (TT NO. TVAP).** TVAP shall indicate valve alignment for refueling of the ship's fuel oil storage tanks, through the forward or after riser, into the forward or after group.

20.6.4.2 **Alignment for Fuel Oil Defueling (TT NO. TVAD).** TVAD shall indicate valve alignment for defueling of the ship's fuel oil service tanks, fuel oil storage, and receiving tanks,

with the fuel oil transfer pump(s), through the forward or after riser. The fuel oil transfer pump(s) suction and discharge valves shall be included.

20.6.4.3 **Alignment for Fuel Oil Transfer to Service Tanks (TT NO. TVAT).** TVAT shall indicate the valve alignment for filling of the fuel oil service tanks using the fuel oil transfer pump(s). The fuel oil transfer pump's suction and discharge valves shall be included.

20.6.4.4 **Alignment for Fuel Oil Stripping to Overboard (TT NO. TVSO).** TVSO shall indicate the valve alignment required for stripping of all ship's fuel oil service, receiving, and storage tanks to overboard. The bilge and fuel oil tank stripping pump(s) suction and discharge valves shall be included.

20.6.4.5 **Alignment for Fuel Oil Stripping to Contaminated Tanks (TT NO. TVSC).** TVSC shall indicate the valve alignment required for stripping of the ship's fuel oil service, receiving, and storage tanks to the contaminated fuel oil storage tank(s). The bilge and fuel oil stripping pump(s) suction and discharge valves shall be included.

20.6.4.6 **Alignment for Fuel Oil Tank Stripping to Overboard via Main Deck Hose Connection (TT NO. TVST).** TVST shall indicate the valve alignment for stripping of the ship's fuel oil service, receiving, and storage tanks, to overboard via the main deck hose connection. The bilge and fuel oil stripping pump(s) suction and discharge valves shall be included.

20.6.4.7 **Alignment for Ballasting Fuel Oil Storage Tanks (TT NO. TVBT).** TVBT shall indicate the valve alignment for filling and ballasting of the ship's fuel oil storage tanks with the firemain system.

20.6.4.8 **Alignment for Deballasting Fuel Oil Storage Tanks (TT NO. TVDT).** TVDT shall indicate the valve alignment for deballasting of the ship's fuel oil storage tanks with the eductors and main drainage system, located in the main engineering spaces, through the fuel stripping system.

20.6.5 **System Diagrams (SDs)** The following recommended SDs shall be included in the Oil King book of procedures and tables and shall be addressed in the Operation Procedures to ensure accurate system alignment and valve operation by the ship's Oil King during the selected evolution: Fuel Oil Transfer, Fuel Oil Tank Stripping, Main Drainage, Reserve Feedwater Transfer, and Firemain.

20.6.6 **Oil King Component Procedures CP's** shall be developed for all equipment/components that are operated by the Oil King. The following is a list of the recommended CPs that are required for the Oil King section of a ship's EOSS package:

20.6.6.1 **Fuel Oil Tanks: Sounding (CP NO. SRTL)**. SRTL shall address the approved method for locally sounding of the ship's fuel c l tanks with CAUTIONS to smoking/sounding/re moving caps.

20.6.6.2 **Fuel Oil Transfer Pumps Starting, Operating, and Stopping (CP NO. FOMT).** FOMT shall address the sequential steps required for starting, operating, and stopping of the motor-driven fuel oil transfer pump. Pressure testing of the system shall be addressed in the starting section of the procedure.

20.6.6.3 **Fuel Oil Simplex Strainer: Inspecting, Cleaning and Testing (CP NO. FOSS).** FOSS shall address the sequential steps required for opening, inspecting, cleaning, and closing of the fuel oil transfer system simplex strainer. A section of the procedure shall address the pressure testing of the strainer and system when the fuel transfer pump is started.

20.6.6.4 **Eductor: Placing in Operation and Securing (CP NO. ED).** ED shall address the sequential steps required for operation of the main drainage system eductors, in the engineering spaces, that are able to be aligned to deballast fuel oil storage tanks.

20.6.6.5 **Bilge and Fuel Oil Tank Stripping Pump. Starting;, Operating and Stopping (CP NO. BTSP).** BTSP shall address the sequential steps required for starting, operating, and stopping of the bilge and fuel oil tank stripping pump. Reciprocating pumps shall never be jacked with a **jacking bar with the steam** valve open. There shall be a preprocedural NOTE indicating the CD to be used in conjunction with this procedure.

20.7 **Valve Status Charts (VSC)**. VSCs developed for steam propelled ships shall not show the following systems: Main Feed system when not cross connectable between spaces, Fuel Oil systems, Lube Oil systems, and Reserve Feedwater Transfer systems.

20.8 **Valve Status Diagrams.** Guidelines for Valve Status Diagram's steady state conditions are as follows:

20.8.1 **Receiving Shore Steam (DRSS).** DRSS diagram shall indicate the position of all major system valves in the engineering propulsion plant when the plant is aligned for receiving shore steam. All valves shall be shown shut except for shore steam valves and crossover, isolation, and cross-connect valves for 150 psi auxiliary steam, freshwater drain, low-pressure drain, and control (vital/nonvital) air systems.

20.8.2 **Auxiliary Status (DPAS).** DPAS diagram shall indicate the position of all major system valves in the engineering propulsion plant when steaming auxiliary operation in the forward plant or after plant steaming "A" or "B" boiler and operating "A" and/or "B" ship service turbogenerator. The Valve Status Diagram shall be developed as two individual status diagrams, one for Auxiliary Status (Forward Plant Steaming) and one for Auxiliary Status (After Plant Steaming). The plant that is not steaming shall have all systems shown aligned for receiving shore steam except that shore steam valves shall be shown shut, and all cross-connectable systems' main line valves shall be shown optional.

20.8.3 **Underway Status (DPUS)**. DPUS diagram shall indicate the position of all major system valves in the engineering propulsion plant during underway operation. the status diagram shall indicate single valve split on all cross-connectable systems.

2.9 **Optimum Generator Combination Chart (OGC).** The OGC shall be developed for use in conjunction with the Diagram for the Electrical Generating System (DLS). The optimum generator combinations shall be determined from the ship's configuration, electrical load requirements, and for the following engineering plant steaming conditions: Auxiliary Operation - Forward Plant, Auxiliary Operation - After Plant, Auxiliary Operation (Tending), Underway, Battle Conditions, Shifting from Ship to Shore Power, and for Shifting from Shore to Ship Power.

20.10 **Systems Diagrams (SD).** SDs shall be used to supplement the system and/or component alignment and Operation Procedures. SDs shall address all propulsion related piping systems within the engineering propulsion plant. The SDs shall represent the entire system configuration in the engineering propulsion plant, showing all piping, valves, equipment/components, strainers, drains, reducers, in-line desuperheaters, bypasses and systems interfaced. The developer shall be responsible for researching each ship's configuration requirements.

APPENDIX H
SPECIAL EOP DEVELOPMENT REQUIRMENTS FOR
GAS TURBINE POWERED SHIPS

10. **Special EOP Requirements for Single Screw Gas Turbine Ships.** This section establishes the special EOP development requirements for Single Screw Gas Turbine ships.

10.1 **Master Prelightoff Checklist (MLOC)**. MLOC shall-be developed with the following additional intentions, inclusions and assumptions:

a. Intended to be accomplished by the duty section and space supervisors.
b. Will include actions that can be accomplished prior to start-up.
c. Will include equipment inventory, applicable PMS checks, systems validations, console power-up, procedural references, and provide space for additional actions which may be entered by the Engineer Officer.
d. The checklist will be based on the following standard assumptions:
(1) Ship is on shore power.
(2) Consoles are normally powered up.
(3) Systems normally remain aligned.
(4) High and low-pressure air systems remain aligned and in operation.
(5) Firemain system is in operation.

20.1.1 **Master Plant Procedures (MP)**. MPs shall be developed to provide a complete overview of the specified propulsion plant evolution.

20.1.2 M**P Level of Detail**. Master Plant Procedures will be the EOOW's user documents.

10.2.2 **MSTA.** This MP shall be developed to proceed from receiving shore services to auxiliary operation. Machinery configuration for auxiliary operation shall be as follows:
a. One Ship Service Diesel Generator on-line supplying ship's electrical power (when required a second generator can be started and placed on-line).
b. Remaining Generators aligned for remote automatic start.
c. EPCC Supervisory Control in automatic.
d. Waste heat circulating system in operation.
e. High pressure and Low Pressure air systems in operation.

10.2.3 **MATU**. This MP shall be developed to proceed from auxiliary operation to underway. Machinery configuration for underway (maneuvering) shall be as follows:

a. One propulsion turbine on-line with a procedural option available for two.
b. Two Ship Service Diesel Generators on-line supplying ship's electrical power with procedural provisions for a third. Remaining Ship Service Diesel Generators aligned for remote automatic start.
c. EPCC Supervisory Control in automatic.
d. Waste Heat Circulating system in operation.
e. High Pressure and Low Pressure Air systems in operation.
f. Fuel Oil, Lube Oil, CPP Hydraulic Oil, Start Air, Seawater Cooling, and Synthetic Lube Oil Systems in operation.
g. Throttle Control in Programmed Mode at the Pilothouse.

h. Plant control at PCC (CCS).

When this MP is completed the machinery configuration for underway shall be as follows:

a. One propulsion turbine on-line.
b. Two Ship Service Diesel Generators on-line supplying ship's electrical power.
c. Remaining generators aligned for remote automatic start.
d. EPCC Supervisory Control in automatic.
e. Waste heat Circulating system in operation.
f. High Pressure and Low Pressure air systems in operation.
g. Fuel Oil, Lube Oil, CPP Hydraulic Oil, Start Air, Seawater Cooling, and Synthetic Lube Oil systems in operation.
h. Throttle Control in Programmed Mode at the Pilothouse.
i. Plant control at PCC (CCS).

10.2.4 **MSTU.** (See also 10.2.2 and 10.2.3) This MP shad be developed to proceed from receiving shore services to underway.

10.2.5 **MUTA.** (See also 10.2.2 and 10.2.3) This MP shall be developed to proceed from underway to auxiliary operation.

10.2.6 **MATS.** This MP shall be developed to proceed from auxiliary operation to receiving shore services. Machinery configuration for receiving shore services shall be as follows:

a. One ship service diesel generator aligned for remote automatic start from EPCC.
b. Remaining three ship service diesel generators in local lockout.
c. High Pressure and Low Pressure air systems in operation.
d. Ship's electrical load on shore power.
e. EPCC Supervisory Control is in "OVERRIDE" mode.
f. Fuel Oil Service System, Lube Oil Service System, CPP Hydraulic Oil System, and Seawater Service System aligned for remote start-up.
g. Start Air System is aligned.

10.2.7 **MUTS.** (See also 10.2.2, 10.2.3, and 10.2.6) This MP shall be developed to proceed from underway to receiving shore services.

10.3 **Master Casualty Restoration Procedures** (EOOW Operational Procedure shall be developed to restore the propulsion plant to operation after an intermittent shutdown due to a casualty. EOSS will include restoration procedures for restoring from reduction gear/shafting casualties and restoring the electrical plant after a Class "C" fire in a generator or in a switchboard. Engine casualties will be restored using the EOCC procedures and referenced EOP procedures.

10.3.1 **MGCU.** This MP shall be developed to proceed from a main reduction gear/shafting casualty to underway and shall contain a **NOTES** section directing the user to the applicable section of the procedure for restoring from a casualty when the main reduction gear lube oil system was secured, <u>not</u> secured and/or the engine was stopped with the clutch engaged. The text of the procedure will contain the procedural steps, applicable **Notes, Cautions and Warnings** as applied to individual ship configuration to: Restore Main Reduction Gear Lube Oil Pressure (Shaft Stopped and Locked), Restore Support Systems to Operation, Disengage Turning Gear and Start Main Engine, Operationally Test Main

Reduction Gear/Shafting and a section directing the user to "Verify Plant Status" on SC No. ESC and direction to maintain ESC current.

10.4 **Operational Procedures** (OP) (See also Appendix G) shall be developed for the Electrical Plant Control Console (EPCC) Operator.

10.5 **System Procedures** (SP) (See also Appendix G) shall be developed to accomplish a single evolution or a complete system alignment. System Diagrams (SD) will be developed to support all SPs.

10.5.1 **Minimum Recommended SPs and SDs.** The following is a list of recommended SPs and SDs to be developed for Single Screw Gas Turbine ships:

a. Ship Service Air System: Validating System Alignment (SSAV).
b. Diagram for Ship Service Air System (DSSA).
c. Control Air System: Validating System Alignment (CASV).
d. Diagram for Control Air (DCA).
e. Dry Air System: Validating System Alignment (DASV).
f. Diagram for Dry Air System (DDAS).
g. High-Pressure Air System: Validating System Alignment (HPAV).
h. Diagram for High Pressure Air System (DHPA).
i. Bleed, Masker and Prairie Air System: Validating System Alignment (BMAV).
j. Diagram for Masker, Bleed and Anti-Icing Air System (DMBA).
k. Auxiliary Seawater Cooling System: Validating System Alignment (ACSV).
1. Diagram for Firemain System (DFM).
m. Potable Water System: Validating System Alignment (PWSV).
n. Diagram for Potable Water System (DPWS).
a. Waste Heat System: Validating System Alignment (WHSV).
p. Diagram for Waste Heat System (DWHS).
q. Diagram for Main Drainage System (DMDS).
r. Diagram for Oily Waste Water Drain System (DOWD).
s. Diagram for Oily Waste Water Transfer System (DOWT).
t. Diagram for Waste Water Drain System (DWWD).
u. Diagram for Propulsion Starting Air System (DSA).
v. Diagram for Fuel Oil Service System (DFO).
w. Diagram for Fuel Oil Transfer System (DFOT).
x. Diagram for JP-5 Transfer System (DJPT).
y. Diagram for Fuel Oil Tank Stripping System (DFOS).
z. Diagram for Lube Oil Purifying and Transfer System (DLP).
aa. Diagram for Main Reduction Gear Lubricating Oil System (DRLO).
ab. Diagram for Synthetic Lubricating Oil System (DSLO).
ac. Diagram for CPP Hydraulic Oil System (DPHO).
ad. Diagram for Air Condition Chilled Water System (DACW).
ae. Diagram for Chilled Water System (DC W)
af. Diagram for Refrigeration Plant System (DRP)
ag. Diagram for Distilling Plant System (DEV)
ah. Diagram for HALON System (DHS).
ai. Diagram for Electrical Generating System (DLS).
aj. Electronic Cooling Water (RADAR): Placing in Operation, Operating and Securing (ECR).
ak. Electronic Cooling Water (SONAR): Placing in Operation, Operating and Securing (ECS).

al. Ships Service Diesel Generator Support Systems: Aligning for Operation and Securing (SDSS).
am. Fuel Oil Service System: Aligning for Propulsion Turbine Operating, Pressurizing and Testing, Transfer Control to Remote, Operating and Securing (FOAS).
an. Electronic Cooling Water (CWI Transmitter System): Placing in Operation, Operating and Securing (ECWT).
ao. Electronic Cooling Water (TDS MK92 System): Placing in Operation, Operating and Securing (ECW).
ap. Reduction Gear Lubricating Oil System: Aligning for Operation, Pressurizing and Testing, and Shifting to Remote (LOSA).
aq. Lube Oil Purifier: Aligning for Purification, Starting, Operating, Stopping, Securing Purification Alignment, and Aligning for Strikedown Purification (LOPO).
ar. Propeller Hydraulic Oil System: Aligning for Operation, Transfer Control to Remote, Operation and Securing (PHOS).
as. Start Air System: Aligning for Operation (SAA).
at. Shaft Brake Air System: Aligning for Operation and Securing (SBSA).
au. Seawater Cooling System: Aligning for Operation and Securing (SWCS).
av. Gas Turbine Brake Air System: Aligning for Operation and Securing (GTBA).
aw. Chilled Water System: Validating System Alignment (CWSV).

10.5.2 **System Validation Procedures.** System validation procedure requirements will remain consistent with existing Ship's EOP with exception of duplicate valve checks.

10.6 **Component Procedures (CP).** Component Procedures (see also Appendix G) shall be developed to address the sequential actions required to perform individual equipment evolutions. These procedures shall address all evolutions that apply to engineering propulsion plant related equipment, as applicable to individual ship configuration. This may include preparing, aligning, starting, operating, stopping, securing, testing, shifting, paralleling, aligning for standby, starting from standby, securing to standby, securing from standby, and validating of the equipment or components.

10.6.1 **Preparing for Operation Section.** The PREPARING FOR OPERATION section of CPs shall include those steps required for starting the equipment, that can be performed without power, so that the component can be started without delay when power is available.

10.6.2 **Minimum Recommended CPs and Supporting Diagrams for Single Screw Gas Turbine Ships** The following is a list of equipment and evolutions and the required CPs:

a. **Console Procedures for Aligning and Testing:**
(1) Aligning for Operation and Securing (CA).
(2) Propulsion Pre-Start Initial Alignment (CPSA).
(3) Overspeed Trip Test (COT).
(4) Testing Propeller Pitch Control (CPPT).
(5) Bleed Air Start: Aligning, Securing (CBAS).
(6) Engine Order Telegraph Indicator: Testing (EOT).
(7) Power Supply Enclosure (PSE): Power Up and Shutting Down (CPSE).

b. **Console Procedures for Auxiliary Equipment:**
(1) Seawater Cooling Pump: Starting, Operating and Stopping (CSWP).
(2) Main Lube Oil Pump: Starting, Operating and Stopping (CLOP).

(3) Fuel Oil Pumps: Starting, Operating and Stopping (CFOP)
(4) Propeller Pitch Control Pump: Starting, Operating and Stopping (CPPC).

c. **Console Procedures for Motoring, Starting, and Operating:**
(1) Propulsion Turbine Motoring (CPTM).
(2) Starting Propulsion Turbine in Automatic Mode and Operating (CAMS).
(3) Starting Propulsion Turbine in Manual Mode and Operating (CMS).
(4) Monitoring Operating Parameters (PTOP).
(5) Diagram for Propulsion Turbine Operating Parameters (DTOP).
(6) Diagram for Power Turbine Transient Temperature Limits for Starts (DPTT).
(7) Free Standing Electronic Enclosure: Power Up and Shutting Down (CFSE).

d. **Console Procedures for Shifting Modes and Transferring Control:**
(1) Transferring Control Between PCC and LOP (CTL).
(2) Transferring Control Between PCC and SCC (CTB).
(3) Remote Manual Programmed Mode, Operating and Transferring (CHPT).

e. **Console Procedures for Stopping:**
(1) Propulsion Turbine: Stopping in Automatic Mode (CMAS).
(2) Propulsion Turbine: Stopping Manual Mode (CSM).

f. **Console Procedure for Anti-Icing:**
(1) Anti-Icing Air: Starting and Securing (CAIA)

g. **Console Procedure for Starting During a Casualty:**
(1) Emergency Automatic Start, Starting (CEAS).

h. **Auxiliary Control Console Procedures:**
(1) Powering Up and Securing (ACCP).
(2) Performing Console Systems Check (ACCS).
(3) Prairie and Masker Air System: Starting and Securing(CPMA).

i. **Console Electrical Control Procedures:**
(1) Aligning for Operation, Powering Up and Securing (CEAP).
(2) Transferring Control from Local to Remote (CELR).
(3) Align for Automatic Operation (CEAO).
(4) Starting, Paralleling Auto Mode, Starting, Paralleling PREM Mode, Starting, Paralleling APD Non-Operational, Operating (CDSP).
(5) Starting Ship Service Generators; Shifting Electrical Load from Shore to Ship Power (CTGS).
(6) Starting, Shifting Electrical Load from Shore to Ship Power Starting, Shifting Electrical Load from Shore to Ship Power APD Non-Operational (CSTS).
(7) Paralleling Bus-to-Bus Tie (CSBB).
(8) Removing Electrical Load (CSRL).
(9) Shifting Electrical Load from Ship to Shore Power (SDFS).
(10) Shore Power Cables: Rigging and Unrigging (SPRU).

j. **Switchboard and EOOW Diagram:**
(1) Diagram for Electrical Generating System (DLS).

k. **Switchboard and EOOW Charts:**
(1) Optimum Generator Combination Chart (OGC).
(2) Equipment Status Chart (ESC)

1. **Power Conversion Procedures:**
(1) Frequency Converter: Energizing System, Paralleling Converters, and Securing System (FQC).
(2) Diagram for Static Frequency Converter (I)SFC).
(3) Uninterruptable Power Supply: Testing (UPST).
(4) Uninterruptable Power Supply Switchboard: Aligning for Automatic Operation and Securing (UPS).

m. **Damage Control Condole Procedures:**
(1) Powering Up and Securing (DCC).
(2) Fire and Flushing Pump: Starting, Operating and Stopping (CFFP).

n. **Switchboard Procedures:**
(1) Paralleling and Operating (SDPG).
(2) Removing Electrical Load (SDRL).
(3) Paralleling Bus-to-Bus Tie (SDBB).
(4) Shifting Electrical Load from Shore to Ship Power (SDTS).
(5) Ship Service Diesel Generator Switchboard: Placing in Standby for Remote (6)Operation and Placing in Local Operation (SDRO).

O. **Diesel Generator Documents:**
(1) Ship Service Diesel Generator: Starting, Operating and Stopping (SSDS).
(2) Diagram for Diesel Generator Piping Systems (DDPS).

p. **Restoration Procedures:**
(1) Restoring the Electrical Plant After a Class "C" Fire in a Generator (CP.
NO. RCFG)
(2) Restoring the Electrical Plant after a Class "C" Fire in a Switchboard (CP NO. RCFS).

q. **Refrigeration Plant Procedures**
(1) Refrigeration Plant: Placing in Operation, Operating and Securing (RPO).
(2) Refrigeration Plant: Shifting from Cross-Connect Plant to Split Plant, Shifting from Split Plant to Cross-Connect Plant (RPS).
(3) Refrigeration Plant: Defrosting Room Coils with Hot Gas (RPD).
(4) Diagram for Refrigeration Plant (DRP).

r. **Waste Heat Procedures:**
(1) Waste Heat System: Aligning for Operation, Operating and Securing (WHS).

s. **Air System Procedures:**
(1) High-Pressure Air Compressor, Motor-Driven: Starting, Operating and Stopping (HPAC).
(2) Diagram for Aligning High-Pressure Air Compressor (DHPC).
(3) Low-Pressure Air Compressor, Motor-Driven: Starting, Operating and Stopping (LPAC).
(4) Diagram for Aligning Low-Pressure Air Compressor (DLPC).

(5) Aligning Air Pressure Regulating Manifold (APRM)
(6) Diagram for Shaft Brake Air System (DSBS)
(7) Diagram for Gas Turbine Brake Air System (DGTB).

t. **Air Condition Chilled Water System Procedures:**
(1) Air Condition Chilled Water Plant: Placing in Operation, Operating and Securing (ACCW).
(2) Chilled Water System Alignment: Single Plant Operation Cross Connected and Split Plant Operation (CWSA).

u. **Fuel System Procedures:**
(1) Fuel Oil Heater (Service): Placing in Operation, Operating and Securing (FOH)
(2) Fuel Oil Pre-Filter: Inspecting and Cleaning, Pressurizing and Testing (FOSF).
(3) Fuel Oil Filter/Separator: Inspecting and Cleaning, Pressurizing and Testing (FOCF).

v. **Fire Pump Procedure:**
(1) Fire Pump, Motor-Driven: Aligning, Starting, Operating and Stopping (F PM).

w. **Synthetic Lube Oil System Procedures.**
(1) Synthetic Lube Oil System: Aligning for Operation and Securing (SLOA).
(2) Diagram for Synthetic Lubricating Oil System (DSLO).

x. **Main Engine Procedures:**
(1) Propulsion Turbine Module: Inspecting (GTMI).
(2) Main Reduction Gear Jacking Gear: Engaging and Starting, Stopping and Disengaging (MRJG).

y. **Lube Oil System Procedures:**
(1) Lube Oil Filter (Duplex): Inspecting and Cleaning, Pressurizing and Testing, Operating and Shifting, Inspecting and Cleaning (LODF).
(2) Lube Oil Heater: Placing in Operation, and Securing (LOH).

z. **Seawater Cooling System Documents:**
(1) Seawater Cooling System: Aligning for Operation, Operating and Securing (SWCS).
(2) Diagram for Seawater Cooling System (DSWS).

aa. **Distilling Plant Documents:**
(1) Distilling Plant: Placing in Operation, Operating and Securing (EV).
(2) Diagram for Distilling Plant (DEV).

ab. **Potable Water System Procedures:**
(1) Potable Water Pump, Motor-Driven: Starting, Operating, Shifting, and Stopping (PWPM).
(2) Hot Potable Water Pump, Motor-Driven: Starting, Operating, and Stopping (HWPM).
(3) Brominator Pump, Motor-Driven: Starting, Operating, and Stopping (BRPM).
(4) Diagram for Brominator (DBR).

ac. **Stern Tube Cooling Water System Documents:**
(1) Stern Tube Cooling and Seal Water System: Aligning, Operating, and Securing (STCW).
(2) Diagram for Stern Tube Cooling and Seal Water (DSTW).

ad. **Steering Gear Documents:**
(1) Steering Gear: Starting and Testing, Shifting Steering Gear Units and Securing (SG).
(2) Diagram for Aligning Steering Engine (DSE).

ae. **Ships Whistle Documents:**
(1) Ship's Whistle: Aligning for Operation and Securing (SW).
(2) Diagram for Aligning Ship's Whistle (DSW).

af. **Ship Control Console Procedures:**
(1) Steering Gear: Starting and Testing, Shifting Units and Securing (CSG).
(2) Auxiliary Propulsion Unit (APU): Operation and Securing (CAPU)

ag. **Auxiliary Boiler Documents:**
(1) Auxiliary Boiler: Placing in Operation, Operating and Securing (BAB)
(2) Diagram for Aligning Auxiliary Boiler (DBAB) (If applicable).

ah. **Auxiliary Propulsion Unit Procedure:**
(1) Auxiliary Propulsion Unit (APU): Placing in Operation, Operating and Securing (APU).

ai. **Electronic Cooling Water SONAR) Documents:**
(1) Diagram for Electronic Cooling Water (SONAR) (DECS).
(2) Demineralizer (SONAR): Placing in Operation and Securing (DEM).
(3) Diagram for Aligning Demineralizer (SONAR) (DDEM).

aj. **Electronic Cooling Water (RADAR) Documents:**
(1)Diagram for Electronic Cooling Water (RADAR) (DECR).
(2)Demineralizer (RADAR): Placing in Operation and Securing (DEM).
(3) Diagram for Aligning Demineralizer (RADAR) (I)DEM).

ak. **Electronic Cooling Water Document:**
(1) Diagram for Electronic Cooling Water (DECW).
(2) Demineralizer (CWI Transmitter System): Placing in Operation and Securing.

10.7 **Oil King Procedures** (See also Appendix G) shall not address any oil or water testing procedures (NSTM, Chapter 220, Vol. 2).

10.8. **Oil King Operational Procedures (OPs)** (See also Appendix G) shall be developed to provide the ship's Oil King with sequenced procedures for the performance of fuel oil handling evolutions. The procedures shall contain applicable NOTES CAUTIONS and WARNINGS necessary to safely perform the required evolutions. The first NOTE of each procedure shall read, "Observe all Standard Notes of the Oil King (SNOK)." The last NOTE shall indicate the optimum final condition of the plant upon completion of the procedure. The following recommended OPs shall also be included in the Oil King book of procedures and tables:

a. Transferring Fuel Oil from Service Tanks to Auxiliary Service Tanks (OP NO. SFSA).
b. Transfer of Oily Waste Water to Overboard Via Main Deck Hose Connection (OP No. SOWT).
c. Transfer of Oily Waste Water to Oily Waste Water Holding Tank (OP NO. SOWH).

10.8.4 **Tank Tables (TT)** (See also Appendix G) shall be developed for, and used with, each evolution covered in the Oil King OPs. The TT shall indicate the valves that are required to be operated for each evolution. The first column shall indicate the common valves that must be aligned to complete the evolution, regardless of the tank(s) used. The individual tank isolation valves shall be listed under the tank number. The TT shall list all options for performing the evolution. The following recommended TTs shall also be included in the Oil King books:

10.8.4.1 **Alignment for Fuel Oil Transfer to Auxiliary Service Tanks (TT No. TVATA)**. TVATA shall indicate the valve alignment required for transfer of fuel oil to the auxiliary service tanks.

10.8.4.2 **Alignment for Stripping Contaminated Tank to Oily Waste Water Holding Tank (TT No. TSOW).** TSOW shall indicate the valve alignment required for stripping contaminated tank to the oily waste water holding tank.

10.8.4.3 **Alignment for Transfer of Oily Waste Water to Overboard Via Main Deck Hose Connections (TT No. TOWT).** TOWT shall indicate the valve alignment required to transfer of oily waste water to overboard via main deck hose connection.

10.8.4.4 **Alignment for Transfer of Oily Waste to Oily Waste Water Holding Tank (TT No. TOWH)**. TOWH shall indicate the valve alignment required for transfer of oily waste water to the oily waste water holding tank.

10.8.4.5 **Alignment for Fuel Oil Stripping to Oily Waste Water Holding Tank (TT No. TVOW)**. TVOW shall indicate the valve alignment required for fuel oil stripping to oil waste wale, holding tank.

10.8.4.6 **Alignment for Stripping Contaminated Oil Tank to Overboard Via Main Deck Hose Connection (TT No. TVCM).** TVCM shall indicate the valve alignment required for stripping contaminated oil tanks to overboard via main deck hose connection.

10.9 **Oil King Component Procedures (CP)**. Oil King procedures (see also Appendix G) shall be developed for all equipment/components operated by the Oil King. The following is a list of the minimum recommended CPs that are to be developed to support the Oil King:

10.9.1 **Auxiliary Fuel Oil Transfer Pump: Starting, Operating, and Stopping (CP NO. FOAT)** shall address the sequential steps required for starting, operating, and stopping of the motor-driven auxiliary fuel oil transfer pump.

10.9.2 **Fuel Oil Heater (Transfer): Placing in Operation, Operating and Securing (CP No. FOH)** shall address the sequential steps required for Starting, Operating and Securing the Fuel Oil Heater.

10.9.3 **Oil Water Separator: Starting, Operating and Stopping (CP NO. OWS)** shall address the sequential steps required for starting, operating and stopping of the oil water separator. Additionally, the supporting diagram DOWS is required.

10.9.4 **Bilge Pump, Motor-Driven: Starting, Operating, and Stopping (CP NO. BPM)** shall address the sequential steps required for starting, operating and stopping of the bilge pump.

10.9.5 **Fuel Oil Tank Stripping Pump: Starting, Operating and Stopping (CP NO. FOSP)** shall address the sequential steps required for starting, operating, and stopping the fuel oil tank stripping pump.

10.9.6 **Fuel Oil Purifier: Starting, Operating and Stopping (CP NO. FOPO)** shall address the sequential steps required for starting, operating and stopping the fuel oil purifier.

10.9.7 **Diagram for Aligning Fuel Oil Water Separator (CD NO. DOWS)** shall show the equipment and valves to support; starting, Operating and Stopping the Oil Water Separator.

10.10 **Oil King System Diagrams (SDs).** The following recommended SDs shall be included in the Oil King book of procedures and tables and shall be addressed in the Operational Procedures to ensure accurate system alignment and valve operation by the ship's Oil King during the selected evolution: Fuel Oil Transfer, Fuel Oil Tank Stripping, Main Drainage, Reserve Feed water Transfer, Firemain, and Oily Waste Water Transfer System.

20. **Special EOP Requirements for Twin Screw Gas Turbine Ships.** This Section establishes the special EOP development requirements for Twin Screw Gas Turbine Ships.

20.1 **Master Prelightoff Checklist (MLOC).** MLOC shall be developed with the following additional intentions, inclusions and assumptions:

a. Intended to be accomplished by the duty section and space supervisors.
b. Will include actions which can be accomplished prior to startup.
c. Will include equipment inventory, applicable PMS checks, system validations, console power up procedural references, and provide space for additional actions which may be entered by the engineer officer.
d. The checklist will be based on the following standard assumptions:
    (1) Ship is on shore power.
    (2) Consoles are normally powered up.
    (3) Systems normally remain aligned.
    (4) High and Low-Pressure air systems are aligned and in operation.

20.2 **Master Plant Procedures (MP).** shall be developed to provide a complete overview of the specified propulsion plant evolution.

20.2.1 **MP Level of Detail.** (See also Appendix G.) Master Plant Procedures will be the EOOW's user documents.

20.2.2 **MSTAC.** This MP shall be developed to proceed from receiving shore services to auxiliary operation (Waste Heat Boiler Under Dry Lay-Up). Machinery configuration for auxiliary operation is as follows:

a. One gas turbine generator in operation supplying ship power; corresponding waste heat boiler in operation supplying ship service steam.
b. An additional gas turbine generator and waste heat boiler aligned for remote operation.

20.2.3 **MSIAS.** This MP shall be developed to proceed from receiving shore services to auxiliary operation (Waste Heat Boiler Under Steam Blanket Lay-Up). Machinery configuration for auxiliary

operation is as follows: Same as 20.2.2 except fuel oil service system aligned in the standby engine room and fuel oil service system control at PACC (CFOP).

20.2.4 **MATU.** This MP shall be developed to proceed from auxiliary operation to underway with normal propulsion plant operational control mode will be from the propulsion and auxiliary control console, distilling plant(s) in operation (optional).

a. The steering control system shall be tested and control transferred to the bridge prior to sea detail.
b. When this MP is complete, the final machinery configuration will be as follows:
(1) Two gas turbine generators operating in a standard parallel configuration.
(2) Electric Plant Control Console (EPCC) OPR MODE SELECT switch in the "AUTO" position
(1) An additional gas turbine generator and waste heat boiler aligned for remote operation.
(4) Main engines: split plant or full power mode.
(5) All shore services disconnected.
(6) Pilothouse in control of the throttles.

20.2.5 **MSTU.** This MP shall be developed to proceed from receiving shore services to underway. Normal propulsion plant operational control will be from PACC with one or two gas turbine generators, distilling plants (optional) steering control tested and shifted to bridge control. When this MP is completed the machinery configuration shall be as to flows:

a. Two gas generators operating in a standard parallel configuration.
b. Electric Plant Control Console (EPCC) OPR MODE SELECT switch in the "AUTO' position.
c. An additional gas turbine generator and waste heat boiler aligned for remote operation.
d. Main engines: split plant or fun power mode.
e. All shore services disconnected.
f. Pilothouse in control of the throttles.

20.2.6 **MUTA.** This MP shall be developed to proceed from underway to auxiliary operation. The NOTES section shall address items required to enter port and following arrival alongside the pier as follows:

a. Request permission to pump bilges while still at sea. (Ensure distance from shore is in accordance with current environmental protection requirements.)
b. Normal propulsion plant operational control mode will be from the propulsion and auxiliary control console.
c. When approaching port or anchorage, main reduction gear lube oil cooler oil outlet temperature should be gradually reduced by 10°F to 15°F to aid in preventing rusting of the gear casing. This procedure should commence at least one hour prior to entering port and should be accomplished by partially opening the bypass around the lube oil cooler temperature regulating valve. Do <u>not</u> reduce oil temperature below 100°F.
d. Distilling plant(s) in operation must be monitored when there is a waste heat boiler change.
e. Notify Oil King to chemically test and treat boiler water prior to securing waste heat boilers(s).
f. Verify steering gear secured (pierside only).

20.2.6.1 When this MP is completed the machinery configuration shall be as follows:

a. Gas turbine generator in operation supplying slip power; corresponding waste heat boiler in operation supplying ship service steam.

b. An additional gas turbine generator and waste heat boiler aligned for remote operation.

20.2.7 **MATS.** This MP shall be developed to proceed from auxiliary operation to receiving shore services. The **NOTES** section shall address the generator combinations required to shift from ship to shore power and to notify Oil King the chemically test and treat the boiler water.

20.2.7.1 When this MP is completed the machinery configuration shall be as follows:

a. Receiving electrical power from shore.

b. Receiving auxiliary steam from shore.

20.2.8 **MUTS.** This MP shall be developed to proceed from underway to receiving shore services. The **NOTES** section shall address preparation to enter port and other pertinent instructions as follows:

a. Request permission to pump bilges while still at sea. (Ensure distance from shore is in accordance with current Environmental Protection Requirements.)

b. Normal propulsion plant operational control mode will be from the propulsion and auxiliary control console (PACC).

c. When approaching port or anchorage, main reduction gear lube oil cooler oil outlet temperature should be gradually reduced by 10°F to aid in preventing rusting of the gear casing. This should commence at least one hour prior to entering port and should be accomplished by partially opening the bypass around the lube oil cooler temperature regulating valve. Do <u>not</u> reduce oil temperature below 100°F.

d. Distilling plant(s) in operation must be monitored when there is a waste heat boiler change.

e. Notify Oil King to chemically test and treat boiler water prior to securing waste heat boilers.

f. Verify steering gear secured (CP NO. SG) (pier side only).

g. When shifting to ship to shore power, one of the gas turbine generator combinations as shown on SC NO. OGC must be used.

h. To use shore steam for boiler lay up (steam blanket), a Naval shipyard or other shore side activity must be consulted for "Certification of Analysis" to determine if the shore steam drains meet the requirements as prescribed in NSTM, Chapter 220, Volume II.

20.2.8.1 When This MP is completed the machinery configuration shall be as follows:

a. Receiving electrical power from shore.

b. Receiving auxiliary steam from shore.

20.2.9 **M21U**. This MP shall be developed to proceed from underway on two shafts to underway on one shaft (trailing shaft) and shall contain the procedural steps required to Shift To Trail Shaft Operation and to Place Trailing Shaft Engine room in Standby with one GTIVI in operation powering one Shaft, one shaft trailing at 100 percent propeller pitch.

20.2.10 **M12U.** This MP shall be developed to proceed from underway on one shaft (trailing shaft) to underway on two shafts and shall contain the procedural steps required to Prepare Tailing Shaft Engine room for Operation and to Shift to Two Shaft Operation and the final machinery configuration of split plant or full power operations, two shafts.

20.2.11 **MEU.** This MP shall be developed for emergency underway.

a. THIS EMERGENCY UNDERWAY Master Plant Procedure shall be written to provide an Engineering Department response to an order for an emergency sortie in ALERTED condition.

This procedure assumes that all actions necessary to place the propulsion plant in a ready status have been completed, including MP NO. MLOC. All systems should be aligned with control at the PACC/EPCC except for the GTGs not considered in a standby status. These GTGs are assumed aligned, but with their LOCOP mode select switches in the "OFF" position. The standby GTG is aligned and has its LOCOP mode select switch in the "REMOTE" position,
b. Normal propulsion plant operational control mode will be from the propulsion and auxiliary control console.
c. When shifting from shore to ship power, one of the gas turbine generator combinations as shown on SC NO. OGC must be used.
d. Distilling plant(s) in operation must be monitored when there is a waste **heat** boiler change.

20.2.11.1 When this MP is completed the machinery configuration shall be follows:
OPTIMUM FINAL CONDITION:

a. Two gas turbine generators operating in a standard parallel configuration.
b. Electric Plant Control Console (EPCC) OPR MOD SELECT switch in the "AUTO" position.
c. Main engines: split plant or full power mode.
d. All shore services disconnected.
e. Pilothouse in control of throttles.

20.3 **Master Casualty Restoration Procedures** (EOOW Operational Procedures) shall be developed to restore the propulsion plant to operation after an intermittent shutdown due to a casualty. Ship's EOSS will include restoration procedures for restoring from reduction gear/shafting casualties and restoring the electrical plant after a Class "C" fire in a generator or in a switchboard.

20.3.1 **MGCU.** This MP shall be developed to proceed from a main reduction gear/shafting casualty to underway End shall contain the procedural steps, required to Restore the Main Reduction Gear L.O. Service System to Operation, Align Affected Space GTM for Operation, Unlock a Main Shaft, Operationally Test Main Reduction Gear and Verify Plant Status.

20.4 **Operational Procedures (OP).** OPs (see also appendix G) shall be developed for the Electrical Plant Control Console (EPCC) Operation.

20.5 **System Procedures (SP).** SPs (see also Appendix G) shall be developed to accomplish a single evolution or a complete system alignment. Diagrams will be developed to support SPs depicting each component within the system.

20.5.1 Minimum Recommended SPs and SDs for Twin Screw Gas Turbine Ships. The following is a list of recommended SPs and SDs to be developed for Twin Screw Gas Turbine Ships:

a. Diagram for Electrical Generating System (SD. NO. DLS).
b. Bleed, Masker, and Starting Air System: Validating System Alignment(SP NO. BMAV).
c. Diagram for Bleed (Masker) and Starting Air System (SD NO. DBSA).
d. High Pressure Air System: Validating System Alignment (SP NO. HPAV).
e. Diagram for High Pressure Air System (SD NO. DHPA).
f. Ship Service Air System: Validating System Alignment (SP NO. SSAV).
g. Diagram for Ship Service Air System (SD NO. DSSA).
h. Oil Heating Drain System: Validating System Alignment (SP NO. OHDV).
i. Diagram for Oil Heating Drain System: (SD NO. DOHD).
j. Service Steam System: Validating System Alignment (SP NO SSSV).
k. Diagram for Service Steam System (SD NO. DSSS).

1. Seawater Cooling System: Validating System Alignment (SP NO. SWSV).
m. Diagram for Seawater Cooling System (SD NO. DSWS).
n. Diagram for Feedwater and Steam Drain Collecting System (SD NO. DFSD).
o. Diagram for Waste Heat Boiler (SD NO. DWHB).
p. Diagram for Waste Oil Drain System (SD NO. DWOD).
q. Diagram for Masker, Bleed, and Anti-Icing Air System (SD NO. DMBA).
r. Diagram for Fuel Oil Service System (SD NO. DFO).
s. Diagram for Fuel Oil Transfer System (SD NO. DFOT).
t. Diagram for Fuel Oil Tank Seawater Compensating System (SD NO. DTSC).
u. Diagram for JP-5 Transfer System (SD NO. VJPT).
v. Diagram for Main Reduction Gear Lubricating Oil System (SD NO. DRLO).
w. Diagram for Synthetic Lubricating Oil System (SD NO. DSLO).
x. Diagram for Lube Oil Purifying and Transfer System (SD NO. DLP).
y. Diagram for Firemain System (SD NO. DFM).
z. Waste Heat Boiler: Align feed water system, align steam system, align boiler control condenser, align control air system, align separator blow down system and sample cooler, priming, placing in standby, waste heat boiler coil and separator blow down, placing steam blanket on waste heat boiler, securing steam blanket, placing chemical injection tank in operation, placing idle waste heat boiler(s) in dry lay up and securing idle waste heat boiler(s) from dry lay up (SP NO. WHBP).
aa. Gas Turbine Generator Support System: Align fuel oil system, align the gas turbine generator cooling water system, align masker air cooler, align start air system, align lube oil system, align turbine fire detection and protection system, align the turbine local operating panel (LOCOP) and securing (SP NO. GTSS).
ab. Bleed and Start Air System: Align high-pressure air system, align bleed air system, align start air system, align masker air system, align masker air cooler, align masker air system 45/30 PSI regulating station, align prairie air cooler (SP NO. BSAA).
ac. Main Reduction Gear Lubricating Oil System: Aligning for operation and pressurizing and testing (SP NO. LOSA).
ad. Fuel Oil Service System: Aligning for gas turbine generator operation pressurizing and testing, operating and securing (SP NO. FOTG).
ae. Feed water anti Steam Drain (collecting System: Align NO. 1 feed water and steam drain collecting tank to all waste heat boilers, align NO. 2 feed water and steam drain collecting tank to all waste heat boilers, shifting the feed water and steam drain collecting tank drains from Tank NO. 1 to Tank NO. 2, shifting the feed water and steam drain collecting tank drains from tam; NO. 2 to tank NO. 1, shifting feed water and steam drain collecting system from WHB alignment to discharging overboard, secure the feed water and steam drain collecting tank(s) from discharging overboard, shifting feed water pump suction from NO. 1 feed water and steam drain collecting tank to tank NO. 2, shifting feed water pump suction from NO. 2 feed water and steam drain collecting tank to NO. 1, securing the feed water and steam drain collecting tank(s) from WHB (SP NO. FSDA).
af. Propeller Hydraulic Oil System: Aligning for operation and securing (SP NO. PHOS).
ag. Align Module CO2 Fire fighting System: Align gas turbine generator CO2 system, align GTM CO2 system in NO. 1 engine room and align GTM CO2 system in NO. 2 engineroom (SP NO. MUFS).
ah. Diagram for Module CO2 Fire fighting system (SD NO. DCFS).

20.6 **Component Procedures (CP).** CPs shall be developed to address the sequential actions required to perform individual equipment evolutions. These procedures shall address all evolutions that apply to

engineering propulsion plant related equipment, as applicable to individual ship configuration. This may include preparing, aligning, starting, operating, stopping, securing, testing, shifting, paralleling, aligning for standby, starting from standby, securing to standby, securing from standby, and validating of the equipment or components.

20.6.1 **Preparing for Operation Section.** The PREPARING FOR OPERATION section of CPs shall include those steps required for starting the equipment that can be performed without power, so that the component can be started without delay when power is available.

20.6.2 **Minimum Recommended CPs and Supporting Diagram for Twin Screw Ships:** The following is a list of equipment and evolutions and the required CPs:

a. **Console Procedures far Aligning and Testing:**
(1) Aligning for Operation, Aligning Teleprinters for Operation and Securing (CP NO. CA).
(2) Cise Monitor and Control Panel Calendar Clock: Setting (CP NO. CMCP).
(3) Test Alarm and Status Indicators (CP NO. CTAI).
(4) Bleed Air Control System: Aligning for Automatic Starting, Aligning for Automatic Motoring and Aligning for Masker Operation (CP NO. CBAA).
(5) Bleed Air Control System: Aligning for Manual Starting, Aligning for Manual Motoring and Aligning for Masker Operation (CP NO. CRAM).
(6) Propeller Pitch Control Testing (CP NO. CPPT)
7) Engine Order Telegraph Indicator: Testing (CP NO. EOT)
8) Testing Circuit Cards (CP NO. CTCC)
(9) Free Standing Electronic Enclosure (FSEE): Power Up and Shutting Down (CP NO. CFSE).
(10) Overspeed Trip Testing (CP NO. CDT).

b. **Console Procedures for Auxiliary Equipment:**
(1) Seawater Service Pumps: Starting, Operating and Stopping (CP NO. CSWP).
(2) Fuel Oil Pumps: System Alignment for Remote Operation, Starting, Operating, Transferring Control and Stopping (CP NO. CFOP).
(3) Main Lube Oil Pumps: System Alignment for Remote Operation, Starting, Operating, Transferring Control and Stopping (CP NO. CLOP).
(4) Propeller Pitch Control Pump: System Alignment for Remote Operation, Starting, Operating and Stopping (CP NO. CPPC)

c. **Console Procedures for Motoring, Starting, and Monitoring:**
(1) Propulsion Turbine Motoring (CP NO. CPTM)
(2) Propulsion Turbine Motor and Fuel Purge (CP NO. CMFPG).
(3) Starting Propulsion Turbine (Manual Initiate Mode) and Operating (CP NO. CMSI).
(4) Propulsion Turbine: Starting (Manual Mode) (CP NO. CMS).
(5) Monitoring Operating Parameters (CP NO. PTOP).

d. **Diagrams for Propulsion Turbine:**
(1) Diagram for Propulsion Turbine Operating Parameters (CD NO. DTOP).
(2) Diagram for Power Turbine Transient Temperature Limits for Start Up (CD NO. DPTT).

e. **Console Procedure for Initializing and Shifting Plant Modes:**
(1) Initializing and Transferring Control Between PLCC and PACC (CP NO. CIL).

(2) Initializing and Transferring Control of M in Gas Turbine Between PLCC and PACC (CP NO. CILM).
(3) Initializing and Transferring Control Between PACC and Pilot House (CP NO. CIB).
(4) Propulsion Turbine: Shifting from Split Plant Operation to Full Power Operation (Auto Initiate Mode) (CP NO. CSSF).
(5) Propulsion Turbine: Shifting Split Plant to Split Plant (Auto Initiate Mode) (CP NO. CSSS).
(6) Propulsion Turbine: Shifting From Full Power to Split Plant Operation (Auto Initiate Mode) CP NO. CSFS).

f. **Console Procedures for Stopping:**
(1) Propulsion Turbine: Stopping From Split Plant or Full Power (Auto Initiate Mode) (CP NO. CSMA).
(2) Propulsion Turbine: Stopping (Manual Initiate Mode) (CP NO. CSMI).
(3) Propulsion Turbine: Stopping (Manual Mode) (CP NO. CSM)

g. **Console Procedure for Starting During a Casualty:**
(1) Emergency Start: Starting (CP NO. CEAS).

h. **Console Electrical Plant Control Procedures:**
(1) Electric Plant Control Console: Testing (CP NO. EPCT).
(2) Gas Turbine Generator: Starting, Paralleling (Manual Permissive Mode) and Operating (Manual Permissive Mode) (CP NO. GTPG).
(3) Gas Turbine Generator: Starting, Paralleling (Auto Mode) and Operating (Auto Mode) (CP NO. GTPA).
(4) Gas Turbine Generator: Removing Electrical Load (CP NO. GTRL).
(5) Gas Turbine Generator: Paralleling Bus-to-Bus Tie (Manual Permissive or Manual) Paralleling Bus-to-Bus Tie (Auto) (CP NO. GTBB).
(6) Gas Turbine Generator: Shifting Electrical Load From Ship to Shore Power (CP NO. GTFS).
(7) Gas Turbine Generator: Starting and Shifting Electrical Load From Shore to Ship Power (CP NO. GTTS).
(8) Shore Power Cables: Rigging and Unrigging (CP NO. SPRU).
(9) Gas Turbine Generator: Placing in Standby for Remote Operation and Placing in Local Operation (CP NO. GTRO).

i. **Fire Pump Procedure:**
(1) Fire Pump, Motor-Driven: Aligning, Starting, Operating and Stopping (CP NO. FPM).

j. **Synthetic Lube Oil System Procedure:**
(1) Synthetic Lubricating Oil System: Aligning for Operation and Securing (CP NO. SLOA).

k. **Waste Heat Boiler Procedures:**
(1) Waste Heat Boiler: Raising Boiler Water Level (CP NO. BRWL).
(2) Waste Heat Boiler: Lowering Boiler Water Level (CP NO. BLWL).

1. **Air System Procedures:**
(1) Ship Service Air Compressor, Motor-Driven: Starting, Operating and Stopping (CP NO. SSAC).
(2) Diagram for Low-Pressure Air Compressor (Centrifugal) or
(Reciprocating) (ID NO. DLPC)

(3) High-Pressure Air Compressor, Motor-Driven: Starting, Operating and Stopping (CP NO. HPAC)
(4) High-Pressure Air Dehydrator: Placing in Operation, Shifting Desiccant Towers for Reactivation and Securing (CP NO. HPAD)
(5) Diagram for Aligning High-Pressure Air Compressor (JD NO. DHPC).
(6) Diagram for High-Pressure Air Dehydrator (ID NO. DHAD).
(7) Ships Whistle: Aligning for Operation and Securing (CP NO. SW).
(8) Diagram for Aligning Ships Whistle (ID NO. DSW).

m. **Seawater System Procedures:**
(1) Auxiliary Cooling Water Reducer (150/75): Placing in Operation, Operating and Securing (CP NO. ACWR).
(2) Seawater Cooling Reducer (75/50): Placing in Operation, Operating and Securing (CP NO. SWCR).
(3) Seawater Service Pump: Aligning for Ready Operation, Operating and Securing (CP NO. SWPM).

n. **Gas Turbine Generator Procedures:**
(1) Diagram for Gas Turbine Generator Piping Systems (ID NO. DGTP).
(2) Gas Turbine Generator Module: Inspecting (CP NO. GTGI).
(3) Gas Turbine Generator: Motoring LP Air, Starting LP Air, Motoring HP Air and Starting HP Air (CP NO. GTGMS).

o. **Main Engine Procedures:**
(I) Propulsion Turbine Module: Inspecting (CP NO. GTMI).
(2) Main Reduction Gear Turning Gear: Engaging and Starting Stopping and Disengaging (CP NO. MRTG).

p. **Lube Oil System Procedures:**
(1) Reduction Gear Lube Oil Cooler: Placing in Operation, Operating and Securing (CP NO. RLOC).
(2) Lube Oil Strainer (DUPLEX): Inspecting and Cleaning (System Not Pressurized), Pressurizing and Testing, Operating, Shifting, Inspecting and Cleaning (System Pressurized) (CP NO. LODS)
(3) Lube Oil Purifier: Aligning for Purification, Starting, Operating, Stopping, Securing Purification Alignment and Aligning for Strikedown Purification (CP NO. LOPO).
(4) Lube Oil Heater: Placing in Operation, Securing (CP NO. LOH).

q. **Fuel System Procedures:**
(1) Fuel Oil Service System: Aligning for Propulsion Turbine Operation and Securing (CP NO. FOAS).
(2) Fuel Oil Filter Coalescer: Inspecting and Cleaning (System Not Pressurized), Pressurizing and Testing (CP NO. FOCF).
(3) Fuel Oil Stainers (Duplex): Inspecting and Cleaning (System Not Pressurized), Pressurizing and Testing, Operating, Shifting (System Pressurized) (CP NO. FODS).
(4) Fuel Oil Heater (Service): Placing in Operation, Operating and Securing (CP NO. FOH).

r. **Feed Water and Steam Drain System Procedure:**

(1) Drain Inspection Tank: Placing in Operation, Operating and Securing (CP NO. DIT).

s. **Propeller Pitch System Document:**
(1) Diagram for CRP Propeller Hydraulic Oil System (ID NO. DPHO).

t. **Stripping System Procedure:**
(1) Bilge Pump Motor-Driven: Starting, Operating and Stopping (CP NO. BPM).

u. **Distilling Plant Procedures:**
(1) Distilling Plant (8,000 GPD): Placing in Operation, Operating and Securing (CP NO. EV).
(2) Transfer of Distillate to Storage Tanks: Aligning and Securing Alignment (CP NO. WD).
(3) Diagram for Distilling Plant (ID NO. DEV).

v. **Stern Tube Cooling Water System Document:**
(1) Stern Tube Cooling and Seal Water: Aligning, Operating and Securing (CP NO. STCW).
(2) Diagram for Stern Tube Cooling and Seal Water (ID NO. DSTW).

w. **Steering Gear Documents:**
(1) Steering Gear: Starting, Testing and Transferring Control, Shifting Steering Gear Units and Securing (CP NO. SO).
(2) Diagram for Aligning Steering Engine (ID NO. DSE).

x. **Console Procedures for Ship Control Console:**
(1) Console Ship Control (SCC): Aligning and Testing and Securing (CP NO. CSC).
(2) Steering Gear: Transferring Control, Starting and Testing, Shifting Units and Securing (CP NO. CSG).

20.7 **Oil King Procedures.** Oil King procedures **(**see also Appendix G) shall not address any oil or water testing procedure (NSTM, Chapter 220, Vol. 2).

20.8 **Oil King Operational Procedures.** OPs (see also 20.6 of Appendix G) shall be developed to provide the ship's Oil King with sequenced procedures for the performance of fuel oil handling evolutions. The procedures shall use the following guidelines. The procedures shall contain applicable **NOTES, CAUTIONS and WARNINGS** necessary to safely perform the required evolutions. The first NOTE of each procedure shall read, "Observe all Standard Notes of the Oil King (SNOK)." The last NOTE shall indicate the optimum final condition of the plant upon completion of the procedure. The following recommended OP shall also be included in the Oil King book of procedures and tables for Twin Screw ships:

20.8.1 Recirculating Fuel Oil from Service Tank to Service Tank (OP NO. REST).

20.8.2 **Tank Tables (TT).** TTs shall be developed for, and used with, each evolution covered in the Oil King OPs. The TT shall indicate the valves that are required to be operated for each evolution. The first column shall indicate the common valves that must be aligned to complete the evolution, regardless of the tank(s) used. The individual tank isolation valves shall be listed under the tank number. The TT shall list all options for performing the evolution. The following recommended TT shall also be included in the Oil King book:

20.8.2.1 Alignment for Fuel Oil Stripping Service Tanks to Storage Tanks (TT NO. TVSS).

20.8.3 **Oil King System Diagram (SDs).** The following recommended SDs shall be included in the Oil King book of procedures and tables and shall be addressed in the Operational Procedures to ensure accurate system alignment and valve operation by the ship's Oil King during the selected evolution. Fuel Oil Transfer, Fuel Oil Tank Seawater Compensating, Main Drainage, Firemain and JP-5 Transfer.

20.8.4 **Oil King Component Procedures (CPs)** (see also Appendix G) shall be developed for all equipment/components that are operated by the Oil King. The following is a list of the recommended CPs that are also required for the Oil King section:

20.8.4.1 **Console Procedures for Fuel Control:**

a. Transferring Control to FSCC and Transferring Control from FSCC (CP NO. CFTC).
b. Fuel Control: Refueling (CP NO. CR)
c. Fuel Control: Aligning for Operations Testing and Securing (CP NO. CAF)'
d. Fuel Control: Transferring Fuel Oil from Storage Tanks to Service Tanks (CP NO. CFSS).
e. Fuel Control: Defueling (CP. NO. CD).
f. Fuel Control Panel: Aligning for Operation, Testing and Securing (CP NO. FCP).

20.8.4.2 **Fuel Oil Purifier: Starting, Operating and Stopping (CP NO. FOPO)**. Fuel Oil Purifier procedures shall address the sequential steps required for starting, operating and stopping to fuel oil purifier.

20.8.4.3 **Fuel Oil Heater (Transfer): Placing in Operation, Operating and Securing (CP NO. FOH).** Fuel Oil Heater procedures shall address the sequential steps required for starting operating and stopping the fuel oil heater.

20.8.4.4 **Fuel Tank Seawater Compensating System: Placing in Operation and Securing From Operation (CP NO. FTSC).**

20.9 **Status Charts (SC)** (see also Appendix (G). The following recommended SC shall also be included in Twin Screw ships EOSS package:

20.9.1 **Demand Display Directory, Status Chart (SC NO. CDD)**, Demand Display Directory, status charts shall be developed to provide the EOOW and console operator with a quick reference and design operating data, plant operating parameters, and the demand display index for the Gas Turbine Generator and Multiplier.

APPENDIX I
GENERAL EOP DEVELOPMENT REQUIREMENTS
FOR DIESEL POWERED SHIPS

10. **Scope.** This appendix establishes the general EOP development requirements pertinent to the various types according to propulsion plant configurations or ship types, i.e., diesel (one shaft and two shaft) powered. The OSS developer shall be required to review the section of this appendix pertaining to the EOSS type for which he is developing the EOSS and augmenting them with EOSS development requirements contained in the appendix corresponding to the type specified in the contract or order.

10.1 **Limited Applicability.** Variances of ship's configurations will in some instances limit the applicability of EOSS procedures contained herein. The developer shall be required to modify, delete and augment, as necessary, these procedures to the extent necessary to make them technically and sequentially correct for the tasked EOSS development.

10.2 **Standard Notes, Cautions Warnings.** When the developer composes NOTES, CAUTIONS, and/or WARNINGS which appear more than once throughout the EOSS documentation, he shall standardize the text such that the NOTES, CAUTIONS, and for WARNINGS appear in identical text throughout all documentation.

20. **General EOP Requirements.** This section establishes the general EOP development requirements for all types of diesel powered ships.

20.1 **Master Prelightoff Checklist (MLOC)**. MLOC shall-be developed with the following additional intentions, inclusions and assumptions:

a. Intended to be accomplished by the duty section and space supervisors.
b. Will include actions that can be accomplished prior to startup.
c. Will include equipment inventory, applicable PMS checks, systems validations, console power-up procedural references, and provide space for additional actions which may be entered by the Engineer Officer.
d. The checklist will be based on the following standard assumptions:
(1) Ship is on shore power.
(2) Consoles are normally powered up.
(3) Systems normally remain aligned.
(4) High and low-pressure air systems remain aligned and in operation.
(5) Firemain system is in operation.

20.1.1 **Master Plant Procedures (MP)**. MPs shall be developed to provide a complete overview of the specified propulsion plant evolution.

20.1.2 M**P Level of Detail**. The level of detail in the MP shall be as necessary to address each watch area supervisor's functional requirements to direct, control and sequence the propulsion plant through a complete propulsion plant evolution. NOTES, CAUTIONS, and/or WARNINGS pertinent to the total propulsion plant evolution shall be included. All charts and diagrams pertinent to the propulsion plant evolution shall be addressed and properly identified. Actual step-by-step watch area actions shall not be included; however, the watch area functions, along with the proper system and/or component procedure identification shall be included.

20.1.3 **MP Preprocedural Notes.** Each MP shall be developed to include notes in the preprocedural sections, as required, to provide information to complete evolutions prior to commencement of the procedural section necessary to complete the specified propulsion plant evolution and the optimum final condition to be established upon completion of the evolution.

20.1.4 **MP Sequence.** Actions may be occurring simultaneously throughout the propulsion plant; however, every attempt shall be made to sequence all actions as closely as possible to actual sequence to ensure continuity and maintain the overview of the complete propulsion plant evolution.

20.1.5 **MSTA.** This MP shall be developed to proceed from receiving shore services to auxiliary operation (auxiliary boiler) with plant arrangement as per machinery configuration for auxiliary operation. It shall also be assumed that ail shore steam drains are not certified acceptable for retention as feedwater and all steam drains are aligned to discharge overboard.

20.1.6 **MATU.** This MP shall be developed to proceed from auxiliary operation to underway with plant arrangement as per machinery configuration for underway.

20.1.7 **MSTU.** This MP shall be developed to proceed from receiving shore services to underway. It shall be assumed that all shore steam drains are not certified acceptable for retention as feedwater and all steam drains are aligned to discharge overboard.

20.1.8 **MUTA.** This MP shall be developed to proceed from underway to auxiliary operation with plant arrangement as per machinery configuration for underway. When this MP is completed the machinery configuration shall be for auxiliary operation.

20.1.9 **MATS.** This MP shall be developed to proceed from auxiliary operation to receiving shore services with plant arrangement as per machinery configuration for auxiliary operation. It shall be assumed that all shore steam drains are not certified acceptable for retention as feedwater and steam drains shall be aligned to discharge overboard.

20.1.10 **MUTS.** This MP shall be developed to proceed from underway to receiving shore services. It shall be assumed that all shore steam drains are not certified as acceptable for retention as feedwater and all steam drains shall be aligned to discharge overboard.

20.2 **Operational Procedures (OP)**. OPs shall be developed for each watch area supervisor (i.e., EOOW, ENOW, etc.).

20.2.1 **OP Level of Detail.** The level of detail in the OP shall be as necessary to address the watch area supervisors functional requirements to direct, control and sequence the watch area actions under his control through specified watch area evolution in support of a total propulsion plant evolution. NOTES, CAUTIONS, and/or WARNINGS pertinent to the total watch area evolution shall be included. All charts and diagrams pertinent to the watch area evolution shall be addressed and properly identified. Step-by-step watch area actions requiring direct control of the watch area supervisor shall be included, along with the watch area functions with their proper system and/or component procedure identification.

20.2.2 **OP Preprocedural Notes.** Each OP shall be developed to include notes, as required, to provide information pertinent to the specified watch area evolution.

20.2.3 **OP Sequence.** All actions shall be sequenced as close to actual sequence as possible to ensure continuity between watch areas during the total propulsion plant evolution.

20.3 **System Procedures (SP)**. SPs shall be developed to accomplish a single evolution or a complete system alignment.

20.3.1 **SP Level of Detail.** The level of detail in the SP shall be as necessary to address each valve, switch, level indicator, alarm or supporting element required to complete the evolution or system alignment in an uninterrupted series of steps. When required, starting and stopping of equipment in support of the evolution shall be included. NOTES, CAUTIONS, and/or WARNINGS pertinent to the procedure shall be included. Any diagrams that are to be used in conjunction with the procedure are to be identified in a preprocedural note.

20.3.2 **SP Multiple Watch Areas.** SPs for evolutions or systems alignments requiring multiple watch area participation shall be developed to identify those areas of the procedure as "assistance required" areas (see also 20.4.6.2).

20.3.3 **Minimum Recommended SPs and SDs.** The following is a list of recommended SPs to be developed for diesel powered ships:

a. Surface Blowing of Auxiliary Boilers
b. Soot Blowing of Auxiliary Boilers
c. Reduction Gear Lube Oil System Alignment
d. Fuel Oil System Alignment and Securing
e. Propeller Hydraulic Oil System Alignment and Securing
f. Steam Drain System Alignment and Securing
g. Control Air System Alignment and Securing
h. Auxiliary Cooling Water System Alignment and Securing.

20.4 **Component Procedures (CP)**. CPs shall be developed to address the sequential actions required to perform individual equipment evolutions. These procedures shall address all evolutions that apply to engineering propulsion plant related equipment, as applicable to individual ship configuration. This may include preparing, aligning, starting, operating, stopping, securing, testing, shifting, paralleling, aligning for standby, starting from standby, securing to standby, securing from standby, and validating of the equipment or components.

20.4.1 **CP Level of Detail.** The level of detail in the CP shall be as necessary to address each valve, switch, level indicator, alarm, or supporting element required to operate the equipment called for in the procedure. Each section of the procedure shall address all the sequential steps required to complete the evolution described in the section title, so that the watchstander will not have to refer to any other section of a procedure, or any other procedure to complete the evolution. Any diagrams that are to be used in conjunction with the procedure are to be indicated in a preprocedural note.

20.4.2 **Component Diagrams (CD).** To provide increased accuracy, a CD shall be developed to show the equipment and all related systems required to operate the equipment. All components using steam shall have a Component Diagram.

20.4.3 **Preprocedural Notes.** Preprocedural notes shall be limited to those notes that apply to the performance of the entire procedure. Notes in the procedures shall not include any operator "do step" actions. Every effort should be taken not to include operator actions in CAUTIONS and WARNINGS.

20.4.4 **Multiple Watch Areas.** CPs for equipment that require multiple watch areas participation shall be developed as a single procedure with the steps separated into watch area sections whenever possible.

20.4.5 **Preparing for Operation Section.** The PREPARING FOR OPERATION section of CPs shall include those steps required for starting the equipment that can be performed without power, so that the component can be started without delay when power is available.

20.4.6. **"When Ordered" Actions.** When an individual action within a section cannot be performed until ordered, that step shall begin with "When ordered", and shall be followed by a step for the operator to report the ordered action completed to the supervisor who made the order.

20.4.7 **Assistance Required Actions.** When any step of a procedure requires more than one operator to complete the step, the title of the section shall include the words, ASSISTANCE REQUIRED, enclosed in parentheses. The step itself shall include words to describe the assistance required and specify the watch area performing the action.

20.4.8 **Operating Parameters.** When a CP includes an OPERATING section, the information included in the section relative to operating parameters shall be limited to "design" operating parameters and shall be identified with DESIGN OPERATING DATA as the column heading. Operating parameters included shall be limited to those parameters that can actually be observed by the operator. In addition to design operating data, the OPERATING section shall include those adjustments, observations, and actions required to maintain proper online operation, i.e., ensuring proper lube oil sump level and lube oil flow to bearings, inspecting and adjusting gland leakoff, etc. CAUTIONS and WARNINGS shall also be included when required to alert the operator of unacceptable operating parameters. This section shall not include online evolutions, i.e., shifting units, manual operation of the component in the event of failure of automatic control devices, etc.

20.4.9 **Valves.** When valves are addressed in a CP, valve numbers shall be included to further identify each valve and a preprocedural note shall indicate the System/ Component Diagram to be used in conjunction with the component Procedure.

20.4.10 **Minimum Recommended CPs.** The following is a list of equipment and evolutions that require CPs:

a. Shifting from shore to ship power
b. Shifting from ship to shore power
c. Paralleling ship service diesel generator to the bus
d. Removing electrical load from ship service diesel generator
e. Auxiliary boiler
f. Stern tube cooling water
g. Ship service diesel generator
h. Main diesel engine
i. Lube oil service pumps
j. Fire and flushing pumps

k. Propeller pitch pumps
1. Engine order telegraph
m. Shifting control of engines to bridge
n. Aligning main engine console
o. Lube oil strainers
p. Lube oil purifier
q. Lube oil cooler
r. Low-pressure air compressor
s. Medium-pressure air compressor
t. Distilling plants
u. Steering gear
v. Potable water pumps.

20.5 **Oil King Procedures.** Oil King Procedures shall not address any oil or water testing procedures. The Oil King section of the EOSS package shall consist of the following documents:

20.5.1 **Standard Notes for the Oil King (SNOK)**. SNOK shall address the following:

20.5.1.1 **Pollution Control.** The SNOK shall provide for strict adherence to the Clean Water Act and the latest Environmental Protection Requirements. The Commanding Officer's permission must be received prior to transferring any fuel oil ballasting or deballasting of fuel oil tanks.

20.5.2 **Verification Required.** The Oil King shall personally make the initial alignment of any fuel oil transfer system evolution and the alignment shall be verified by two other persons, one of which shall be an officer qualified in the engineering propulsion plant.

20.5.3 **Ship's Loading Document.** Filling and emptying of all fuel oil storage and service tanks shall be in accordance with the ship's loading document.

20.5.4 **Water in Fuel Tanks.** Tanks shall be tested for the presence of water prior to being placed on suction, and any water detected shall be removed by stripping.

20.5.5 **Monitoring.** Continuous monitoring of fuel oil tanks and tank overflows shall be required whenever ballasting, deballasting, refueling, and defueling or transferring of fuel oil. All watchstanders shall be in communication with the Oil lying prior to the evolution starting and shall not secure from watch stations until the evolution is completed.

20.5.6 **Sounding Tube Caps.** Care shall be used when removing sounding tube caps.

20.5.7 **Filling.** Extreme care must be used so as not to over stress fuel oil tanks when filling.

20.5.8 **Oil Spills.** An oil spill containment kit shall be immediately available during all refueling/defueling operations.

20.5.9 **Gas Freeing Fuel Tanks.** When opening fuel oil tanks: No one shall be allowed to enter the tank until it is certified "gas-free" by a gas-free engineer; it shall be ensured that there is no smoking or naked lights in the vicinity of the tank; the use of open lights, or electrical or mechanical apparatus capable of

sparking, shall not be permitted within 50 feet of a fuel hose, open tank, open sounding tube, vent or any area where fuel oil or fuel oil vapors may be present.

20.5.10 **Transferring Fuel.** Transfer of fuel oil, when possible, shall be accomplished during daylight hours.

20.5.11 **Tank Status Charts (CP No. TSC)**. TSCs shall be developed in accordance with Appendix A.

20.6 **Oil King Operational Procedures (OPs).** Oil King Operational Procedures shall be developed to provide the ship's Oil King with sequenced procedures for the performance of fuel oil handling evolutions. The procedures shall use the following guidelines. The procedures shall contain applicable NOTES, CAUTIONS and WARNINGS necessary to safely perform the required evolutions. The first NOTE of each procedure shall read, "Observe all Standard Notes of the Oil King (SNOK)" The last NOTE shall indicate the optimum final condition of the plant upon completion of the procedure.

20.6.1 **First and Last Major Plant Phase Changes.** The first major plant phase change of each procedure shall be, VERIFY SYSTEM ALIGNMENT. In this section, the Oil Eking shall be directed to verify the fuel oil tank status, observe the liquid level indicators or sound fuel oil tanks, whichever is required, and indicate the fuel oil tank levels on the Tank Status Chart. This section shall also refer the Oil King to the appropriate system diagrams to ensure all applicable cutout, manifold, and sluice valves are shut. The follow-on sections shaI1 address all the actions and communications of the evolution. The last major plant phase change of each Oil King OP shall be to VERIFY TANK STATUS by monitoring the liquid level indicators or sounding the fuel oil tanks, whichever is required, and then indicating fuel oil tank levels on the Tank Status Chart. The OPs shall be developed so they address the required Tank Tables and CPs to be used together to accomplish a selected evolution.

20.6.2 **Minimum Requirements.** Each ship shall be reviewed for individual requirements, and any addition or deletion of procedures from the following minimum list of OPs shall be submitted in writing to NAVSSES by the developer for approval, prior to submission of the package.

20.6.3 **Recommended OPs.** The recommended OPs to be developed for the Oil King section of each ship's EOSS package are as follows:

20.6.3.1 **Fuel Oil Refueling (OP No. SDFO).** Fuel Oil Refueling shall address refueling of the ship's fuel oil storage tanks from any refueling/defueling connection. Any refueling/defueling connection not in use shall be shut and flanged. A NOTE shall address maintaining ships stability.

20.6.3.2 **Fuel Oil Defueling (OP No. SDFO).** Fuel Oil Defueling shall address defueling of the ship's fuel oil storage and service tanks, in accordance with the ship's loading document, through any topside refueling/defueling connection. Any refueling/defueling connection not in use shall be shut and flanged. A NOTE shall address maintaining ship's stability. The system shall be pressurized and tested prior to defueling. Some ship's configurations require transferring fuel oil from the fuel oil service tanks to the fuel oil receiving tanks prior to defueling overboard.

20.6.3.3 **Ballasting Fuel Oil Storage Tanks (OP No. SBFT).** Ballasting Fuel Oil Storage Tanks shall address the ballasting, with seawater, of the ship's fuel oil storage tanks. Storage tanks shad be stripped to minimum levels attainable prior to ballasting. Ballasting flow rates shall be controlled with the fuel oil storage tanks manifold valve.

20.6.3.4 **Deballasting Fuel Oil Storage Tanks (OP No. SBET).** Deballasting Fuel Oil Storage Tanks shall address deballasting of the ship's fuel oil storage tanks with the engineering spaces, main drainage system and eductors, through the fuel stripping system.

20.6.3.5 **Stripping Fuel Oil Storage and Service Tanks (OP No. SSST).** Stripping Fuel Oil Storage and Service Tanks shall address stripping, with the bilge and fuel oil tank stripping pumps, of all the ship's fuel storage and service tanks to the contaminated fuel oil settling tank, overboard to sea, or to overboard via the main deck hose connections. When stripping a fuel oil storage tank to be used for transferring fuel to the service tank, or a fuel oil service tank to be placed on suction, only 150-300 gallons shall be stripped at a time before retesting the fuel oil tank for the presence of water. A NOTE shall address against stripping of the fuel oil tanks overboard inside coastal water limits. Tanks shall be stripped until bottom sediment and water requirements are within the limits of NSTM, Chapter 541.

20.6.3.6 **Transferring Fuel Oil from Storage Tanks to Service Tanks (OP No. SSFS).** Transferring Fuel Oil from Storage Tanks to Service Tanks shall address the transfer of fuel oil from any ship's storage tank to a service tank in the same designated group. Fuel oil shall not be transferred to a service tank on suction. The fuel oil system shall be pressurized and tested prior to transferring of fuel. A CAUTION shall be included addressing filling fuel oil service tanks to 95% capacity underway and 85% capacity in port.

20.6.3.7 **Stripping Contaminated Oil Tanks (OP No. SCST).** Stripping Contaminated Oil Tanks shall address the stripping of all ship’s contaminated oil tanks via the overboard connection, or any main deck hose connection.

20.6.4 **Tank Tables (TT).** Tank Tables shall be developed for, and used with, each evolution covered in the Oil King OPs. The TT shall indicate the valves that are required to be operated for each evolution, separated by tank numbers. The first column shall indicate the common valves that must be aligned to complete the evolution, regardless of the tank(s) used. The individual tank isolation valves shall be listed under the tank number. The TT shall list all options for performing the evolution, i.e., forward/after riser, No. 1 or No. 2 fuel oil transfer pump, forward/after group, etc. The recommended TTs to be developed in accordance with the OPs for the Oil King section of each ship's EOSS package are as follows:

20.6.4.1 **Alignment for Fuel Oil Refueling (TT No. TVAP).** Alignment for Fuel Oil Refueling shall indicate valve alignment for refueling of the ship's fuel oil storage tanks, thorough the forward or after riser, into the forward or after group.

20.6.4.2 **Alignment for Fuel Oil Defueling (TT No. TVAD).** Alignment for Fuel Oil Defueling shall indicate valve alignment for defueling of the ship's fuel oil service tanks, fuel oil storage, and receiving tanks, with the fuel oil transfer pump(s), through the forward or after riser. The fuel oil transfer pump(s) suction and discharge valves shall be included.

20.6.4.3 **Alignment for Fuel Oil Transfer to Service Tanks (TT No. TVAT).** Alignment for Fuel Oil Transfer to Service Tanks shall indicate the valve alignment for filling of the fuel oil service tanks using the fuel oil transfer pump(s). The feel oil transfer pump's suction and discharge valves shall be included.

20.6.4.4 **Alignment for Fuel Oil Stripping to Overboard (TT No. TVSO).** Alignment for Fuel Oil Stripping to Overboard shall indicate the valve alignment required for stripping of all ship's fuel oil

service, receiving, and storage tanks to overboard. The bilge and fuel oil tank stripping pump(s) suction and discharge valves shall be included.

20.6.4.5 **Alignment for Fuel Oil Stripping to Contaminated Tanks (TT No. TVSC).** Alignment for Fuel Oil Stripping to Contaminated Tanks shall indicate the valve alignment required for stripping of the ship's fuel oil service, receiving, and storage tanks to the contaminated fuel oil storage tank(s). The bilge and fuel oil stripping pump(s) suction and discharge valves shall be included.

20.6.4.6 **Alignment for Fuel Oil Tank Stripping to Overboard Via Main Deck Hose Connection (TT No. TVST).** Alignment for Fuel Oil Tank Stripping to Overboard Via Main Deck Hose Connection shall indicate the valve alignment for stripping of the ship's fuel oil service, receiving, and storage tanks, to overboard via main deck hose connection. The bilge and fuel oil snipping pump(s) suction and discharge valves shall be included.

20.6.4.7 **Alignment for Ballasting Fuel Oil Storage Tanks (TT No. TVBT).** Alignment for Ballasting Fuel Oil Storage Tanks shall indicate the valve alignment for filling and ballasting of the ship's fuel oil storage tanks with the firemain system.

20.6.4.8 **Alignment for Deballasting Fuel Oil Storage Tanks (TT No. TVDT).** Alignment for Deballasting Fuel Oil Storage Tanks shall indicate the valve alignment for deballasting of the ship's fuel oil storage tanks with the eductors and main drainage system, located in the main engineering spaces, through the fuel stripping system.

20.6.5. **System Diagrams (SDs).** The following recommended SDs shall be included in the Oil King book of procedures and tables and shall be addressed in the Operational Procedures to ensure accurate system alignment and valve operation by the ship's Oil King during the selected evolution: Fuel Oil Transfer, Fuel Oil Tank Stripping, Main Drainage, Reserve Feedwater Transfer, and Firemain.

20.6.6 **Component Procedures.** Oil King CP's shall be developed for all equipment/components that are operated by the Oil King. The following is a list of the recommended CP's that are required for the Oil King section of a ship's EOSS package:

20.6.6.1 **Fuel Oil Tanks Sounding (CP No. SRTL).** Fuel Oil Tanks Sounding shall address the approved method for locally sounding of the ship's fuel oil tanks with CAUTIONS to smoking/sounding/re moving caps.

20.6.6.2 **Fuel Oil Transfer Pump: Starting, Operating, and Stopping (CP No. FOMT)**. Fuel Oil Transfer Pump procedure shall address the sequential steps required for starting, operating, and stopping of the motor-driven fuel oil transfer pump. Pressure testing of the system shall be addressed in the starting section of the procedure.

20.6.6.3 **Fuel Oil Simplex Strainer: Inspecting, Cleaning and Testing (CP No. FOSS).** Fuel Oil Simplex Strainer procedure shall address the sequential steps required for opening, inspecting, cleaning, and closing of the fuel oil transfer system simplex strainer. A section of the procedure shall address the pressure testing of the strainer and system when the fuel oil transfer pump is started.

20.6.6.4 **Eductor: Placing in Operation and Securing (CP No. ED).** Eductor procedure shall address the sequential steps required for operation of the main drainage system eductors, in the engineering spaces, that are able to be aligned to deballast fuel oil storage tanks.

20.6.6.5 **Bilge and Fuel Oil Tank Stripping Pump: Starting, Operating and Stopping (CP No. BTSP).** Bilge and Fuel Oil Tank Stripping Pump procedure shall address the sequential steps required for starting, operating, and stopping the fuel oil tank stripping pump. There shall be a preprocedural NOTE indicating the SD to be used in conjunction with this procedure.

20.7 **Optimum Generator Combination Chart (OGC).** The OGC shall be developed for use in conjunction with the Diagram for the Electrical Generating System (DL). The optimum generator combinations shall be determined from the ship's configuration, electrical load requirements, and for the following engineering plant operating conditions: Auxiliary Operation - Forward Plant, Auxiliary Operation - After Plant, Auxiliary Operation (Tending), Underway, Battle Conditions, Shifting from Snip to Shore Power, and for Shifting from Shore to Ship Power.

20.8 **Systems Diagrams (SD).** SDs shall be used to supplement the system and/or component alignment and Operation Procedures. SDs shall address all propulsion related piping systems within the engineering propulsion plant. The SDs shall represent the entire system configuration in the engineering propulsion plant, showing all piping, valves, equipment/components, strainers, drains, reducers, inline desuperheaters, bypasses and systems interfaced. The developer shall be responsible for researching each ship's configuration requirements.

APPENDIX J
EOCC REQUIREMENTS

10. **Minimum EOCC Requirements.** This Appendix establishes the minimum EOCC development requirements for all types of steam, gas turbine and diesel powered ships.

10.1 **Minimum Recommended Steam Powered Ships Casualty Response, Emergency and Emergency Plant Procedures.**

10.1.1 **Minimum Recommended Steam Powered Ships Casualties Procedures.** The following is a list of the minimum casualties for which Master Casualty Response Procedures along with their applicable Watch Area Casualty Response Procedures shall be developed:

a. FEEDWATER CASUALTIES

(1) Loss of Main Feed Control
(2) Ruptured Deaerating Feed Tank or Feed Piping
(3) Low Water in Deaerating Feed Tank.

b. BOILER CASUALTIES

(1) High Water in Boiler
(2) Low Water in Boiler
(3) Ruptured Boiler Tube
(4) Loss of Boiler Fires
(5) Boiler Explosion
(6) Major Fuel Oil Leak
(7) Fire in Boiler Air Casing
(8) Loss of Control Air
(9) White Smoke.

c. M AIN ENGINE CASUALTIES

(1) Loss of Vacuum in Main Condenser
(2) Unusual Noise or Vibration in Main Engine or Shaft
(3) Jammed Throttle
(4) Hot Bearing in Main Engine
(5) Hot Line Shaft Bearing
(6) Major Leak in Main Engine Lube Oil System
(7) Loss of Main Engine Lube Oil Pressure.

d. TURBOGENERATOR CASUALTIES

(1) Unusual Noise or Vibration in Turbogenerator
(2) Loss of Vacuum in Auxiliary Condenser
(3) Hot Bearing in Turbogenerator
(4) Loss of Turbogenerator Lube Oil Pressure
(5) Lube Oil Leak in Turbogenerator
(6) CLASS CHARLIE Fire in Switchboard
(7) CLASS CHARLIE Fire in Generator.

10.1.2 **Minimum Recommended Steam Powered Ships Emergency Procedures and Emergency Plant Evolutions.** The following is a list of the minimum Emergency Procedures and Emergency Plant Evolutions for which Master Emergency Procedures along with their applicable Watch Area Emergency Procedures and Master Emergency Plant Procedures shall be developed:

a. MAIN ENGINE EMERGENCY PROCEDURE

(1) Stopping, Locking and Unlocking a Main Shaft Underway

b. EMERGENCY PLANT EVOLUTIONS
(1) CLASS BRAVO Fire in Propulsion Plant
(2) Major Uncontrolled Flooding in Propulsion Plant
(3) Major Steam Leak/Rupture in Propulsion Plant.

10.2 **Minimum Recommended Gas Turbine Ships Casualty Response and Emergency Plant Procedures.**

10.2.1 **Minimum Recommended Gas Turbine Powered Ships Casualty Procedures:** The following is a list of the minimum casualties for which Master Casualty Response Procedures along with their applicable Watch Area Casualty Response Procedures shall he developed;

a. MAIN ENGINE (GAS TURBINE) CASUALTIES

(1) Loss of Power Lever Actuator (PLA)
(2) Power Turbine (PT) Overspeeds
(3) Gas Generator (GUI) Overspeeds
(4) Post Shutdown Fire in Propulsion Turbine (GT) Casing
(5) High Power Turbine Inlet Gas Temperature (T5 4)
(6) Excessive Propulsion Turbine (GT) Vibration
(7) Propulsion Turbine (GT) Lube Oil Supply Pressure Low
(8) Loss of Fuel Oil Pressure
(9) Major Fuel Oil Leak
(10) CLASS "B" Fire in Propulsion Turbine Module (GTM)
(11) Gas Turbine Cooling Air System Failure
(12) Programmed Control Failure
(13) Gas Generator Stall.

b REDUCTION GEAR CASUALTIES

(1) Hot Bearing in Main Reduction Gear
(2) Hot Line Shaft Bearing
(3) Major Leak in Main Reduction Gear Lube Oil System
(4) Loss of Lube Oil Pressure to Main Reduction Gear
(5) Unusual Noise or Vibration in Main Reduction Gear or Shafting.

c. DIESEL GENERATOR/ELECTRICAL CASUALTIES

(1) CLASS “C” in a Switchboard
(2) CLASS "C" Fire in a Generator
(3) CLASS "B" Fire in Diesel Generator Enclosure
(4) Loss of Ship's Service Diesel Generator

(5) Hot Bearing in Ship's Service Diesel Generator
(6) Diesel Engine Overheats
(7) Loss of Electrical Plant Control Console

d. VARIABLE PITCH PROPELLER CASUALTIES

(1) Loss of Controllable Pitch Propeller (CPP) Control
(2) Loss of Controllable Pitch Propeller (CPP) Hydraulic Oil Pressure
(3) Major Leak in Controllable Pitch Propeller (CPP) Hydraulic Oil System.

10.2.2 **Minimum Recommended Gas Turbine Powered Ships Emergency Evolutions.** The following is a list of the minimum Emergency Plant Evolutions for which Master Emergency Plant Procedures shall be developed:

a. EMERGENCY EVOLUTIONS

(1) Procedure for Locking and Unlocking Main Shaft Underway
(2) CLASS "B" Fire in Main Machinery Space
(3) Major Uncontrolled Flooding in Main Machinery Space
(4) Procedure for Setting and Removing Emergency Ahead Pitch
(5) Procedure for Setting and Removing Emergency Astern Pitch
(6) Emergency Procedure for Emergency Manual Control Unit
(7) Propulsion Turbine Module (GTM) Emergency Cooldown Procedure.

10.3 **Minimum Recommended Gas Turbine Powered Ships Casualty Response and Emergency Evolution Procedure.**

10.3.1 **Minimum Recommended Gas Turbine Powered Ships Casualty Procedures.** The following is a list of the minimum casualties for which Master Casualty Response Procedures along with their applicable Watch Area Casualty Response Procedures shall be developed:

a. BOILER CASUALTIES

(1) Low Water in Boiler (Waste Heat)
(2) Boiler Steam Pressure Part Carries Away

b. MAIN ENGINE (GAS TURBINE) CASUALTIES

(1) Loss of Power Level Actuator (PLA)
(2) Power Turbine (PT) Overspeeds
(3) Gas Generator (GG) Overspeeds
(4) Post Shutdown Fire in Propulsion Turbine (GTM) Casing
(5) High Power Turbine Inlet Gas Temperature (T5.4)
(6) Excessive Propulsion Turbine (GTM) Vibration/0781
(7) Propulsion Turbine (GTM) Lube Oil Supply Pressure Low
(8) Loss of Fuel Oil Pressure (9) Major Fuel Oil Leak
(10) CLASS "B" Fire in Propulsion Turbine Module (GTM)
(11) Gas Turbine Cooling Air System Failure
(12) Gas Generator Stall.

b. MAIN REDUCTION GEAR CASUALTIES

(1) Hot Bearing in Main Reduction Gear
(2) Hot Line Shaft Bearing
(3) Major Leak in Main Reduction Gear Lube Oil System
(4) Loss of Lube Oil Pressure to Main Reduction Gear
(5) Unusual Noise or Vibration in Main Reduction Gear or Shafting.

c. GAS TURBINE GENERATOR/ELECTRICAL CASUALTIES

(1) CLASS "C" Fire in a Switchboard
(2) CLASS "C" Fire in a Generator
(3) CLASS "B" Fire in Gas Turbine Generator Module
(4) Post Shutdown Fire in Gas Turbine Generator
(5) High Gas Turbine Inlet Temperature
(6) Low Lube Oil Pressure to Gas Turbine Generator
(7) Unusual Noise or Vibration in Gas Turbine Generator
(8) Overspeeding Gas Turbine Generator
(9) Loss of Electrical Plant Control Console (EPCC)

d. VARIABLE PITCH PROPELLER CASUALTIES

(1) Loss of Controllable Pitch Propeller (CRP) Hydraulic Oil Pressure
(2) Loss of Controllable Pitch Propeller (CRP) Control
(3) Major Leak in Controllable Pitch Propeller (CRP) Hydraulic Oil System.

10.3.2 **Minimum Recommended Gas Turbine Powered Ships Emergency Evolutions.** The following is a list of the minimum Emergency Plant Evolutions for which Master Emergency Plant Procedures shall be developed:

a. EMERGENCY EVOLUTIONS

(1) Procedure for Locking and Unlocking Main Shaft Underway
(2) Executive Control Unit (ECU) Failure
(3) Procedure for Setting and Removing Emergency Ahead Pitch
(4) Procedure for Setting and Removing Emergency Astern Pitch
(5) CLASS "B" Fire in Main Machinery Space
(6) Major Uncontrolled Flooding in Main Machinery Space
(7) Propulsion Turbine Module (GTM) Emergency Cooldown Procedure.

10.4 **Minimum Recommended Diesel Powered Ships Casualty Response and Emergency Plant Evolutions.**

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10.4.1 **Minimum Recommended Diesel Powered Ships Casualty Procedures.** The following is a list. of the minimum casualties for which Master Casualty Response Procedures along with their applicable Watch Area Casualty Response Procedures shall be developed:

a. MAIN PROPULSION DIESEL ENGINE CASUALTIES

(1) Main Propulsion Diesel Engine Crankcase Explosion
(2) Main Propulsion Diesel Engine Governor Malfunction
(3) Unusual Noise or Vibration in Main Propulsion Diesel Engine

(4) Main Propulsion Diesel Engine Overheating
(5) Hot Pedestal Bearing (Bearing Lubricated by Main Engine)
(6) Loss of Air to Main Propulsion Diesel Engine Clutch
(7) Loss of Control Air Pressure
(8) Main Propulsion Diesel Engine Loss of Fuel Oil Pressure
(9) Main Propulsion Diesel Engine Loss of Lube Oil Pressure
(10) Major Fuel Oil Leak.

b. MAIN REDUCTION GEAR CASUALTIES

(1) Hot Line Shaft Bearing
(2) Main Reduction Gear Loss of Lube Oil Pressure
(3) Major Leak in Main Reduction Gear Lube Oil System
(4) Hot Bearing in Main Reduction Gear
(5) Unusual Noise or Vibration in Main Reduction Gear or Shaft.

b. ELECTRIC PLANT CASUALTIES

(1) CLASS CHARLIE Fire in Generator
(2) CLASS CHARLIE Fire in Switchboard
(3) Ship's Service Diesel Generator Overload.

c. CONTROLLABLE PITCH CASUALTIES

(1) Loss of Pitch Control

d. SHIP'S SERVICE DIESEL GENERATOR CASUALTIES

(1) Ship's Service Diesel Generator Crankcase Explosion
(2) Ship's Service Diesel Generator Governor Malfunction
(3) Unusual Noise or Vibration in Ship's Service Diesel Generator
(4) Ship's Service Diesel Generator Overheating
(5) Ship's Service Diesel Generator Loss of Fuel Oil Pressure
(6) Ship's Service Diesel Generator Loss of Lube Oil Pressure

10.4.2 **Minimum Recommended Diesel Powered Ships Emergency Procedures and Emergency Plant Evolutions.** The following is a list of the minimum Emergency Procedures and Emergency Plant Evolutions for which Master Emergency Procedures along with their applicable Watch Area Emergency Procedures and Master Emergency Plant Procedures shall be developed:

a. EMERGENCY PROCEDURES

(1) Stopping, Locking, and Unlocking a Main Shaft Underway

b. EMERGENCY PLANT EVOLUTIONS

(1) CLASS BRAVO Fire in Propulsion Plant

APPENDIX K
EOSS DTD

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<!DOCTYPE doceoss [

<!-- This document type definition (DTD) models the Naval Surface
Warfare,
Carderock Division, Ship Systems Engineeering Station (NSWCCD-SSES)
Engineering Operational Sequencing System (EOSS) document class. It is
invoked by the document type declaration

<!DOCTYPE doceoss PUBLIC "-//USA-DOD//DTD FOR NSWCCD-SSES EOSS
DOCUMENTS
961107//EN">

For information regarding the EOSS Program and the DTD's availability,
contact
either of:

      Mr. James Grugan                        Mr. Nang Tran
      215-897-1046                            215-897-1393
      grugan08@mailgate.navsses.navy.mil
tran@mailgate.navsses.navy.mil

both of whom have the mailing address:

      NSWCCD-SSES Code 134
      Philadelphia, PA 19112.

This DTD was written for NSWCCD-SSES by the Technology Implementation
Support
Team of the Naval Surface Warfare Center, Carderock Division, David
Taylor
Model Basin (NSWCCD-DTMB Code 2053). For information regarding the
DTD's
application and use, contact either of:

      Ms. Lori Westbrook                      Mr. Donald Gignac
      301-227-3346                            301-227-3348
      westbroo@oasys.dt.navy.mil              gignac@oasys.dt.navy.mil

both of whom have the mailing address:

      NSWCCD-DTMB Code 2053
      9500 MacArthur Boulevard
      West Bethesda, MD 20817-5700.

The 19 subclasses of EOSS documents and their acronyms are:

      1. Component Procedure (CP)
      2. Master Plant Procedure (MPP)
      3. Master Plant Procedure Lamdscape (MPL)
      4. Operational Procedure (OP)
      5. Operational Procedure (OPL)
      6. System Procedure (SP)
      7. System Procedure (SPL)
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      8. System Control Procedure (SCP)
      9. Fuel Control Procedure (FCP)
       10. Valve Table (VT)
       11. Valve Table Landscape (VTL)
       12. System Notes (SN)
       13. Standard Warning (SW)
       14. Casualty Response Procedure (CRP)
       15. Master Casualty Response Procedure (MCR)
       16. Emergency Procedure (EP)
       17. Master Emergency Procedure (ME)
       18. Master Emergency Plant Procedure (MEP)
       19. Diagram (DIA)

More detailed information regarding these subclasses is contained in
the
documentation that will be provided with the DTD. -->

<!-- EOSS Root Element -->
<!ELEMENT doceoss  - -  (cp | mpp | mpl | op | opl | sp | spl | scp |
fcp |
                   vt | vtl | sn | sw | crp | mcr | ep | me | mep |
dia)
                  +(warning | warnings | caution | cautions | note |
                    notes | verbatim)>

<!-- EOSS DOCUMENT SUBCLASSES -->
<!-- Component Procedure (CP) -->
<!ELEMENT cp  - -  (prtitle, pubno, cpdes, procarea)>

<!-- Master Plant Procedure (MPP) / Master Plant Procedure Landscape
(MPL)
NOTE: "usernotes" subelement changed to "(usernotes | doneproc)" to
accommodate
future reclassification of present FCP and SCP documents as MPPs.-->
<!ELEMENT (mpp | mpl)  - -  (prtitle, pubno, notearea, (usernotes |
doneproc))>

<!-- Operational Procedure (OP) / Operational Procedure Landscape (OPL)
-->
<!ELEMENT (op | opl)  - -  (prtitle, pubno, watcharea, notearea,
usernotes)>

<!-- System Procedure (SP) / System Procedure Landscape (SPL)-->
<!ELEMENT (sp | spl)  - -  (prtitle, pubno, procarea, usernotes?)>

<!-- System Control Procedure (SCP) -->
<!ELEMENT scp  - -  (prtitle, pubno, notearea, doneproc)>

<!-- Fuel Control Procedure (FCP) -->
<!ELEMENT fcp  - -  (prtitle, pubno, notearea, (usernotes | doneproc))>

<!-- Valve Table (VT) / Valve Table Landscape (VTL) -->
<!ELEMENT (vt | vtl)  - -  (prtitle, pubno, table+)>

<!-- CALS List Types -->
<!ENTITY % list "seqlist | deflist | randlist">
```

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<!-- Standard Notes (SN) -->
<!ELEMENT sn  - -  (prtitle, pubno, watcharea, (%list;)+)>

<!-- Standard Warning (SW) -->
<!ELEMENT sw  - -  (prtitle, pubno, warnarea)>

<!-- Casualty Response Procedure (CRP) -->
<!ELEMENT crp  - -  (prtitle, pubno, watcharea, usernotes)>

<!-- Master Casualty Response Procedure (MCR) -->
<!ELEMENT mcr  - -  (prtitle, pubno, (%list;)+, usernotes)>

<!-- Emergency Procedure (EP) -->
<!ELEMENT ep  - -  (prtitle, pubno, watcharea, usernotes)>

<!-- Master Emergency Procedure (ME) -->
<!ELEMENT me  - -  (prtitle, pubno, (%list;)+, usernotes)>

<!-- Master Emergency Plant Procedure (MEP) -->
<!ELEMENT mep  - -  (prtitle, pubno, (%list;)*, usernotes)>

<!-- Diagram (DIA) -->
<!-- NOTE: Diagram (DIA) is both a document subclass in its own right
and a
subelement of the other 18 document subclasses. -->
<!ELEMENT dia  - -  (graphic+)>
<!-- The value of the "label" attribute is assigned as follows:
(1) If the diagram is considered a document in its own right (the
"doceoss"
start-tag precedes the "dia" start-tag and the "doceoss" end-tag
follows the
"dia" end-tag in the instance), then the value of the "label" attribute
is
the entire diagram publication number, e.g., label="DACW/0068/011593".
(2) If the "dia" content is part of another document's content in the
instance (the "dia" start-tag is preceded by "see diagram" or similar
wording), then the value of the "label" attribute is merely the
mastercode
portion of the diagram publication number, e.g., label="DACW". -->
<!ATTLIST dia  label   CDATA   #REQUIRED>

<!-- END OF EOSS DOCUMENT SUBCLASSES -->

<!-- EOSS DOCUMENT IDENTIFICATION INFORMATION -->
<!-- Publication Number -->
<!ELEMENT pubno  - -  (mastercode, seqno, pubdate)>

<!-- Master Code / Sequence Number / Publication Date -->
<!ELEMENT (mastercode | seqno | pubdate)  - -  CDATA>

<!-- Prime Title -->
<!ELEMENT prtitle  - -  (#PCDATA | subscrpt | supscrpt)+>
<!-- END OF EOSS DOCUMENT IDENTIFICATION INFORMATION -->

<!-- COMPONENTS OF EOSS DOCUMENTS -->
<!-- Component Procedure Description Box -->
<!ELEMENT cpdes  - -  (topic+)>
```

```
<!-- Topic of Component Description Box -->
<!ELEMENT topic  - -  (#PCDATA | subscrpt | supscrpt)+>
<!ATTLIST topic  idref   IDREF   #REQUIRED  -- The value of the "idref"
attribute is that of the "id" attribute on the corresponding "title"
tag -->

<!-- Procedure Area -->
<!ELEMENT procarea  - -  (para0 | %list;)+>

<!-- Notes Area -->
<!ELEMENT notearea  - -  (para0 | %list;)*>

<!-- User Notes Section -->
<!ELEMENT usernotes  - -  (%list;)+>

<!-- Warning Area -->
<!ELEMENT warnarea  - -  (para0 | %list;)+>

<!-- Done / Procedure Section -->
<!ELEMENT doneproc  - -  (%list;)+>

<!-- Watch Area Box -->
<!ELEMENT watcharea  - -  CDATA>

<!-- Negative Text -->
<!ELEMENT negtext  - -  (#PCDATA)>
<!-- END OF COMPONENTS OF EOSS DOCUMENTS -->

<!-- COMMONLY USED CALS ELEMENTS (MODIFIED FOR EOSS DOCUMENTS) -->
<!-- Text Components -->
<!ENTITY % text "#PCDATA | subscrpt | supscrpt | negtext | emphasis |
dia |
            extref">

<!-- Subscript / Superscript -->
<!ELEMENT (subscrpt | supscrpt)  - -  CDATA>

<!-- Primary Paragraph -->
<!ELEMENT para0  - -  (title?, para+)>
<!ATTLIST para0  id        ID        #IMPLIED
            label     CDATA     #IMPLIED>

<!-- Title -->
<!ELEMENT title  - -  (%text;)+>
<!ATTLIST title  label  CDATA    #IMPLIED
            id     ID       #IMPLIED>

<!-- Paragraph Text / Warning / Caution / Note -->
<!ELEMENT (para | warning | caution | note)  - -  (%text; | %list;)+>
<!ATTLIST (para | warning | caution | note)  id       ID
#IMPLIED
                                label    CDATA     #IMPLIED
                                xlink    CDATA     #IMPLIED>

<!-- Warnings Section / Cautions Section / Notes Section -->
<!ELEMENT (warnings | cautions | notes)  - -  (%list;)+>
```

```
<!ATTLIST (warnings | cautions | notes)  id       ID        #IMPLIED
                                label    CDATA     #IMPLIED
                                xlink    CDATA     #IMPLIED>

<!-- Sequential List -->
<!ELEMENT seqlist  - -  (title?, item+)>
<!ATTLIST seqlist  id          ID                            #IMPLIED
               label       CDATA                          #IMPLIED
               -- DAG: "alphalc-parens" added below 8/5/96 --
               numstyle    (arabic | arabic-parens |
                        romanuc | romanlc |
                        alphauc | alphalc |
                        alphalc-parens | none)        #IMPLIED>

<!-- Random List -->
<!ELEMENT randlist  - -  (title?, item+)>
<!ATTLIST randlist  prefix      CDATA
#IMPLIED>

<!-- Sequential / Random List Item -->
<!ELEMENT item  - -  (%text; | %list; | table)+>
<!ATTLIST item  id           ID                  #IMPLIED
            label        CDATA               #IMPLIED>

<!-- Definition List -->
<!ELEMENT deflist  - - (title?, (term, def)+)>
<!ATTLIST deflist  type  (valve | regular)  "valve">
<!-- The "type" attribute of the "deflist" element specifies whether
the
definition list is used as a valve list ("valve") or as a general
definition list ("regular"). -->

<!-- Term To Be Defined in Definition List -->
<!ELEMENT term  - -  (%text;)+>

<!-- Definition of Term in Definition List -->
<!ELEMENT def  - -  (%text; | %list;)+>

<!-- Emphasis -->
<!ELEMENT emphasis  - -  (%text;)+>
<!ATTLIST emphasis  type   (bold | underline | valve)   #REQUIRED>

<!-- Verbatim Text (for "anomalies" that can not be conveniently tagged
otherwise) -->
<!ELEMENT verbatim  - -  CDATA>

<!-- Graphic -->
<!ELEMENT graphic  - o  EMPTY>
<!ATTLIST graphic  boardno     ENTITY     #REQUIRED
               id          ID         #IMPLIED
               label       CDATA      #REQUIRED>

<!-- External Document Reference -->
<!ELEMENT extref  - o  EMPTY >
<!ATTLIST extref  docno        CDATA       #IMPLIED
              pretext      CDATA       #IMPLIED
              posttext     CDATA       #IMPLIED>
```

```
<!-- END OF COMMONLY USED CALS ELEMENTS (MODIFIED FOR EOSS DOCUMENTS) -
->

<!ENTITY % yesorno "NUMBER" >

<!-- Table / Chart -->
<!ELEMENT (table | chart)  - -  (title?, tgroup+) -(table | chart)>
<!ATTLIST (table | chart)  frame       (top | bottom | topbot |
                           all | sides | none)         #IMPLIED
                     colsep      %yesorno;                   #IMPLIED
                     rowsep      %yesorno;                   #IMPLIED
                     orient      (port | land)               #IMPLIED
                     pgwide      %yesorno;                   #IMPLIED>

<!-- Table Group -->
<!ELEMENT tgroup  - o  (colspec*, spanspec*, thead?, tfoot?, tbody) >
<!ATTLIST tgroup  cols          NUMBER
#REQUIRED
              colsep        %yesorno;                       #IMPLIED
              rowsep        %yesorno;                       #IMPLIED
              align         (left | right | center |
                         justify | char)               "left"
              charoff       NUTOKEN                         "50"
              char          CDATA                           "">

<!-- Column Specification -->
<!ELEMENT colspec  - o  EMPTY>
<!ATTLIST colspec  colnum        NUMBER
#IMPLIED
               colname       NMTOKEN                        #IMPLIED
               align         (left | right | center |
                          justify | char)               #IMPLIED
               charoff       NUTOKEN                         #IMPLIED
               char          CDATA                           #IMPLIED
               colwidth      CDATA                           #IMPLIED
               colsep        %yesorno;                       #IMPLIED
               rowsep        %yesorno;                       #IMPLIED>

<!-- Span Specification -->
<!ELEMENT spanspec  - o  EMPTY >
<!ATTLIST spanspec  namest        NMTOKEN
#REQUIRED
                nameend       NMTOKEN                         #REQUIRED
                spanname      NMTOKEN                         #REQUIRED
                align         (left | right | center |
                           justify | char)               "center"
                charoff       NUTOKEN                         #IMPLIED
                char          CDATA                           #IMPLIED
                colsep        %yesorno;                       #IMPLIED
                rowsep        %yesorno;                       #IMPLIED>

<!-- Table Head / Table Foot -->
<!ELEMENT (thead | tfoot)  - o  (colspec*, row+) -(entrytbl) >
<!ATTLIST thead  valign     (top | middle | bottom)     "bottom">
<!ATTLIST tfoot  valign     (top | middle | bottom)     "top">

<!-- Table Body -->
```

```
<!ELEMENT tbody  - o  (row+)>
<!ATTLIST tbody  valign     (top | middle | bottom)     "top">

<!-- Table Row -->
<!ELEMENT row  - o  (entry | entrytbl)+ >
<!ATTLIST row  rowsep     %yesorno;     #IMPLIED>

<!-- Table Row Entry / Component Description Box Entry -->
<!ELEMENT entry  - -  (%text; | %list;)+>
<!ATTLIST entry  colname       NMTOKEN                          #IMPLIED
             namest        NMTOKEN                          #IMPLIED
             nameend       NMTOKEN                          #IMPLIED
             spanname      NMTOKEN                          #IMPLIED
             morerows      NUMBER                           "0"
             colsep        %yesorno;                        #IMPLIED
             rowsep        %yesorno;                        #IMPLIED
             rotate        %yesorno;                        "0"
             valign        (top | bottom | middle)          "top"
             align         (left | right | center |
                       justify | char )                #IMPLIED
             charoff       NUTOKEN                          #IMPLIED
             char          CDATA                            #IMPLIED
             idref         IDREF                            #IMPLIED>

<!-- Entry Table -->
<!ELEMENT entrytbl  - -  (colspec*, spanspec*, thead?, tbody)+ -
(entrytbl)>
<!ATTLIST entrytbl  cols         NUMBER
#REQUIRED
                colname      NMTOKEN                          #IMPLIED
                spanname     NMTOKEN                          #IMPLIED
                colsep       %yesorno;                        #IMPLIED
                rowsep       %yesorno;                        #IMPLIED
                align        (left | right | center |
                          justify | char)                #IMPLIED
                charoff      NUTOKEN                          #IMPLIED
                char         CDATA                            #IMPLIED>


<!-- SPECIAL CHARACTERS -->
<!ENTITY % ISOlat1 PUBLIC "ISO 8879:1986//ENTITIES Added Latin 1//EN" >
%ISOlat1;

<!ENTITY % ISOnum PUBLIC "ISO 8879:1986//ENTITIES Numeric and Special
Graphic//EN" >
%ISOnum;

<!ENTITY % ISOgrk3 PUBLIC "ISO 8879:1986//ENTITIES Greek Symbols//EN" >
%ISOgrk3;
<!-- END OF SPECIAL CHARACTERS -->

<!-- TIFF NOTATION DECLARATION -->
<!NOTATION tiff SYSTEM>
]>
```